

The Hongkong Telegraph.

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SATURDAY,

JULY 22

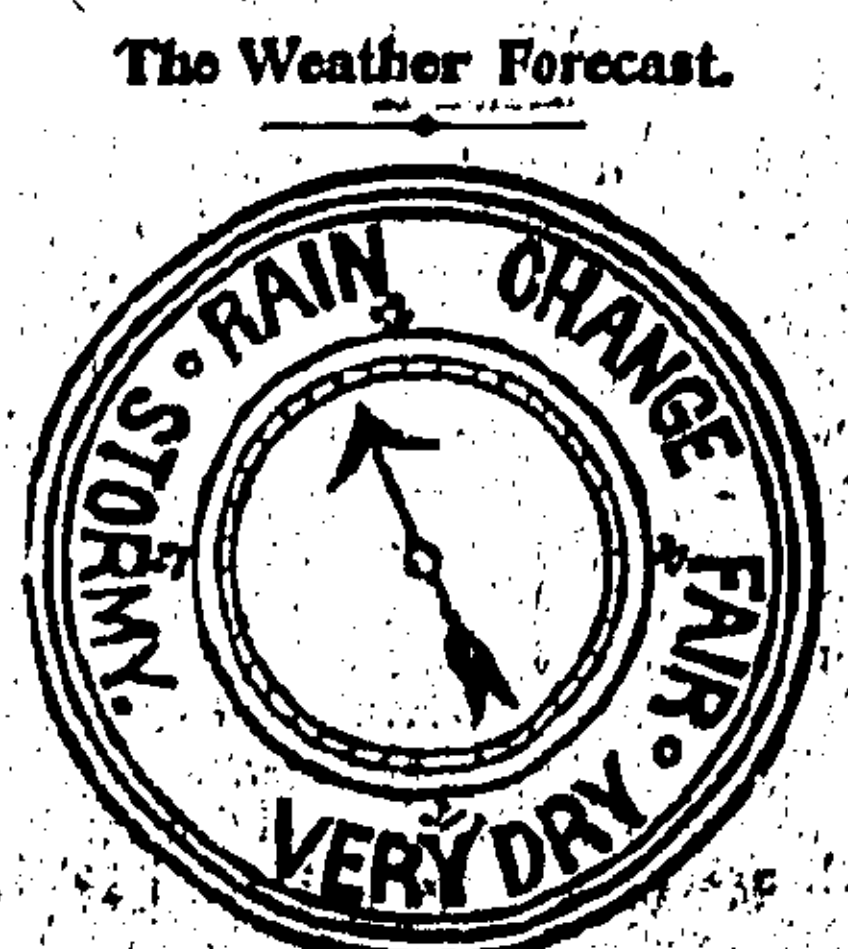
1911

大拜禮

號二十月七年七英港香

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SPECIAL TELEGRAMS.	SPECIAL TELEGRAMS.	SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.
SIR MATTHEW NATHAN. A NEW POST. [THE "TELEGRAPH" CORRESPONDENT] London, July 21, 4.45 p.m. His Majesty the King has approved of the appointment of Sir Matthew Nathan, G.C.M.G., (late Governor of Hongkong, and afterward Secretary to the Post Office), as Chairman of the Board of Inland Revenue, which post has been rendered vacant by the appointment of Sir Robert Chambers, K.C.B., to the Treasury, in succession to Right Hon. Sir George Herbert Murray, G.C.B., I.S.O., who is retiring from his office as Permanent Secretary and Auditor of the Civil List. [Although Sir Matthew Nathan's new post does not carry with it any increase of salary, his appointment shows that the claims of our worthy and popular ex-Governor in the public service are not being lost sight of by those in authority.] BISLEY RIFLE MEETING. SILVER MEDALIST. [THE "TELEGRAPH" CORRESPONDENT.] London, July 21, 4.45 p.m. In the King's Prize, the Silver Medal was won by Prince Garrod, of Oxford. VARSITY REVOLVER MATCH. In the Inter-University Revolver Match, Cambridge won with a score of 497 as against 416 scored by the Oxford team. BOXING. MATT WELLS V. HYLAND. [THE "TELEGRAPH" CORRESPONDENT] London, July 21, 4.45 p.m. In their lightweight contest, Matt Wells beat Dick Hyland on points. A JUDGE'S FORTUNE. [THE "TELEGRAPH" CORRESPONDENT] London, July 21, 4.45 p.m. The late Judge Bacon left a fortune of eighteen thousand pounds sterling. [His Honour Judge Francis Henry Bacon was born in 1832 and had been a Judge of the County Courts since 1878.]	STRIKE AT CARDIFF. TROOPS SENT. [THE "TELEGRAPH" CORRESPONDENT] London, July 21, 4.45 p.m. Troops have been despatched to Cardiff in connection with the trouble caused there by the seamen and dockyard strikers. THE ANGLO-JAPANESE ALLIANCE. FULL TEXT OF REVISIONS. [INDEPENDENT NEWS "AGENCY"] Tokyo, July 22. Following is the text of the newly revised Anglo-Japanese Alliance:— Preamble: The Government of Japan and Government of Great Britain having in view the important changes which have taken place in the situation since the conclusion of the Anglo-Japanese Agreement of the 12th August, 1905, and believing that a revision of that Agreement resulting to such changes would contribute to general stability and repose, have agreed upon the following stipulations to replace the Agreement above mentioned, such stipulations having the same object as the said Agreement, namely:— a. The consolidation and maintenance of the GENERAL PEACE in the regions of Eastern Asia and of India. b. The preservation of the common interests of all Powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China. c. The maintenance of the territorial rights of the High Contracting Parties in the regions of Eastern Asia and India and the defence of their special interests in the said regions. Art. I. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	IN JEOPARDY. the two Governments will communicate with one another fully and frankly and will consider in common the measures which should be taken to safeguard these menaced rights or interests. Art. II. If by reason of unprovoked attack or aggressive action wherever arising on the part of any Power or Powers either High Contracting Party should be involved in war in defence of its territorial rights or special interests mentioned in the preamble of this Agreement, the other Contracting Party will at once come to the assistance of its ally OF ITS ALLY and make peace in mutual agreement with it. Article III. High Contracting Parties agree that neither of them will without consulting the other enter into separate arrangement with another Power to the prejudice of the objects described in the preamble of this Agreement. Article IV. Should either High Contracting Party conclude a treaty of general arbitration with a third Power, it is agreed that nothing in this Agreement shall entail upon such Contracting Party an obligation to go to war with the Power with whom such treaty of arbitration is in force. Article V. The conditions under which armed assistance shall be afforded by EITHER POWER to the other in the circumstances mentioned in the present Agreement and the means by which such assistance is to be made available will be arranged by the naval and military authorities of the High Contracting Parties who will from time to time consult one another fully and freely upon all questions of mutual interests. Article VI. The present Agreement shall come into effect immediately after the date of its signature and remain in force FOR TEN YEARS from that date in case neither of the High Contracting Parties should have notified twelve months before the expiration of the said ten years the intention of terminating it. It shall remain binding until the expiration of one year from the day on which either of the High Contracting Parties shall have denounced it. But if when the date fixed for its expiration arrives either ally is actually engaged in war, the Alliance shall ipso facto be continued until peace is concluded, in faith whereof the undersigned, duly authorized by their respective Governments, have signed this Agreement and have affixed thereto their seals.	HOME POLITICS. LUTON BY-ELECTION. [THE "TELEGRAPH" CORRESPONDENT] London, July 21, 4.45 p.m. In the Luton by-election, the Liberal candidate was elected by a majority of 613 votes, the polling being:— Cecil Harmsworth (L.) 7619 Hickman (C) 7006 NEW POST FOR SIR M. NATHAN. ON INLAND REVENUE. [SERVICE TO THE "TELEGRAPH"] London, July 21, 8.40 a.m. Sir Matthew Nathan, Secretary to the Post Office, has been appointed to be Chairman of the Board of Inland Revenue, on the appointment of Sir Robert Chambers to the Treasury, the Right Hon. Sir George H. Murray, who has resigned. HOME CRICKET. COUNTY RESULT. [SERVICE TO THE "TELEGRAPH"] London, July 22, 12.30 a.m. Hants won by an innings and eight runs. AN ACCEPTANCE. Barnes has accepted the Marylebone's invitation to take a place in the English XI. going to Australia. THE KING AND QUEEN. LEAVE EDINBURGH. [SERVICE TO THE "TELEGRAPH"] London, July 21, 5.40 p.m. Great crowds assembled in Edinburgh to bid farewell to the Royal Party on their departure for London at the conclusion of their visit to the Scottish Capital. SHOOTING AT BISLEY. KING'S SILVER MEDAL. [SERVICE TO THE "TELEGRAPH"] London, July 21, 5.40 p.m. In the King's Prize the Silver Medalist was Garrod, of Oxford University, with a score of 103, Trainer being second with a score of 102.	COLONIAL ESTIMATES. AFFAIRS IN EAST AFRICA. [SERVICE TO THE "TELEGRAPH"] London, July 21, 5.40 p.m. In the debate in the House of Commons on the Colonial Estimates, Sir Clement Hill urged a more liberal Land Ordinance for East Africa. Mr. Ramsay Macdonald denounced the removal of Northern Masi from the Protectorate. Right Hon. Louis Harcourt, Secretary of State for the Colonies, in his reply, defended the removal of Masi and emphasized the safeguards which had been imposed. He was convinced, he said, that its removal was an advantage to the Masi themselves, to the other tribes and to the Protectorate itself, and would serve towards good government and the progress of civilisation. Referring to the acquittal of the Hon. Galbraith Cole, Lord Enniskillen's son, who had been in custody on the charge of shooting a native, the Colonial Secretary said that if it were found that trial by jury in East Africa led to constant miscarriages of justice, the Government shall consider steps to prevent it. With regard to land tenure in East Africa, Lord Kitchener thought the terms so good that he himself had become lease holder. Mr. Harcourt contended that the Government, whilst providing sufficiently for the development of the land system, was securing for itself a fair small return in the future. HOME RACING. STEWARDS' CUP. [SERVICE TO THE "TELEGRAPH"] London, July 21, 8.5 p.m. The betting in the Stewards' Cup Race, to be run on Tuesday next, is as follows:— 9 to 1 against Sunningdale. 10 to 1 Romney and Runnymede. 100 to 9 Borrow. 100 to 8 Poor Boy. 100 to 7 Mount Felix and Vesta.	GERMAN WEST AFRICA. DREAM OF A GREAT DOMAIN. [SERVICE TO THE "TELEGRAPH"] London, July 21, 9.20 a.m. The "Berliner Tagblatt" suggests that Germany's action in connection with the Agadir incident in Morocco, the Government's decision to open up the Ovamba Territory in Damaraland (whence the massacre of a German patrol has been reported), and the Caprivi strip of Namaland, are all indications of concerted action being taken with a view to the realisation of the dream of a great German domain in West Africa, from Prodelkey to Orange River. THE SHIPPING STRIKE. WILD SCENES AT CARDIFF. [SERVICE TO THE "TELEGRAPH"] London, July 21, 1.45 p.m. There were wild scenes at Cardiff yesterday in connection with the shipping strike. The strikers looted the quarters of the Chinese crews and made bonfires of their belongings. After a mass meeting attended by fifty thousand persons in the evening, the mob raided a score of Chinese laundries and committed great damage. In London the dockers have resolved to strike. At Barry the dockers have already struck work in sympathy with those of Newport and Cardiff. The Seamen's Union leader at Sunderland has declared that all the shipping on the north-east coast would be brought to a standstill next week unless the Union was recognised by the shipowners. Capsicum Lights. It is notified in the Gazette to-day that on the date to be subsequently published, a 5th order double flashing white light with fog bell will be exhibited from the southern side of Kapsing Island, Capesumun Pass (A special article on this subject will be found on page 4). This light will be seen between N. 80 deg. W. and N. 45 deg. E. through south and will be exhibited from a skeleton tower painted white on the southern side, Kapsing Island, about 85 feet above mean sea level. The bell driven by clock work will ding thick weather or heavy rain or struck from 2 to 6 times per minute.	SEVERE FLOODS. [SHANGHAI "PO" SERVICE] Peking, July 21. Severe floods are raging in Hunan, Hupeh and Anhwei. CHINA'S NEW HOUSE. SEEK ADVICE ABOARD. [SHANGHAI "PO" SERVICE] Peking, July 2. The President and Vice-President of the House of Lords in Peking have telegraphed to the various Chinese Ministers abroad asking them to enquire into the different systems governing the Second Chambers in foreign countries. THE DIRECTOR GENERAL. [SHANGHAI "PO" SERVICE] Peking, July 21. H. E. Chang Ming Chi, the Canton Viceroy, has telegraphed to H. E. Tuan Kaung, the Director General of Railways, asking him to fix a date to come to Canton. STEAMER SINKS NATIVE BOATS. MANY LIVES LOST. [SHANGHAI "PO" SERVICE] Peking, July 21. A foreign steamer ran into and sank thirty-four native boats at the entrance to the river at Ningpo on the 20th inst. It is believed that many people were drowned. TRAMWAY AT PEKING. FOREIGN CONCESSION REFUSED. [SHANGHAI "PO" SERVICE] Peking, July 21. Foreign merchants in Peking have asked for a concession to build a tramway at Peking, but the Ministry of Communications has refused the request. It is stated that the Ministry intends to construct a line of tramway itself.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$11,000,000.
RESERVE FUND 15,000,000
SILVER 16,250,000
RESERVE LIABILITY OF PRO. \$1,250,000
PHILADELPHIA \$15,000,000

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On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
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THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 1/2 per cent. per annum.
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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABH, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: - LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.
Wm. DICKSON, Manager.
Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND 16,850,000
Head Office - YOKOHAMA.

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TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG - INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit: -
For 12 months 4 per cent. p.a.
" 6 " 3 1/2 " " "
" 1 " 2 1/2 " " "
TAKEO TAKAMICHI, Manager.
Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000
RESERVE FUND Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE: -
160 Wall Street, New York.
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LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL & COUNTY BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: -
For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 3 " " "
GEO. HOGG, Manager.
No. 9, Queen's Road Central.
Canton, 24th July, 1911. [18]

Banks.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000
HEAD OFFICE - SHANGHAI.
BOARD OF DIRECTORS - BERLIN.

BRANCHES:
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Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIREKTION DER DISCONTO GESellschaft.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
R. TIMMERSCHNEIDT, Manager.
Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed 1,125,000
Paid Up 562,500
Reserve Fund 325,000
HEAD OFFICE:
40, Threadneedle Street, London, E.C.

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Rangoon. Shanghai.
Kandy.

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BANKERS:
Bank of England.
London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits as under: -

For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "
P. C. MACDONALD, Acting Manager.
[26]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. WATTS, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, Esq., F.A.I., Actuary.
A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies Act, England.

Insurance in Force £7,511,475 00
Assets to meet 9,872,530 00
Income for Year 3,861,071 00
Insurance Fund 3,500,000 00

LEFFERTS KNOX, Esq., District Manager
H. W. TAYLOR, Esq., District Secretary
Hongkong, Canton, Macao and the Philippines
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt., C.M.G., T. F. Hough, Esq., C. J. Lefevre, Esq., Hongkong, 21st July, 1911. [16]

ENTERTAINMENTS.

VICTORIA THEATRE.

ONCE MORE CORONATION PICTURES OF HONGKONG

will be shown every night until further notice.

COLLIERS, SISTERS

the
CLEVER OPERATIC and
BURLESQUE ENTERTAINERS.

Hongkong, 20th July, 1911. [1165]

BIJOU SCENIC THEATRE.

Flower Street.
EVERY EVENING.
CINEMATOGRAPH
VAUDEVILLE

GRAND CORONATION PICTURE OF KING GEORGE V.

9.15 p.m. 9.15 p.m.
Miss VIOLET BONNETTA
and
Mr. H. H. STEPHENSON.

7.15 p.m. Pictures only. 7.15 p.m.
Electric Fans Throughout Theatre.
See Hand Bills.
Ladies and Managers:
BOB STEPHENSON.
Hongkong, 22nd July, 1911. [1222]

Intimations.

WEARING POINTS

are the best

SELLING POINTS.



Omits wearing points

alone the

REMINGTON

TYPEWRITER

outsells every other

writing machine.

SIEMSEN & CO., HONGKONG AND CANTON,

General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

YOUR CLASSES

should give rest and comfort to your eyes.
If they do and if the mountings are properly adjusted, they

ARE ALL RIGHT

Do not be satisfied unless they ARE.
There is no comfort in spectacles that are merely "good enough." They are either RIGHT

OR ALL WRONG

If in need of changes, adjustments, or repairs, come and see us at our new location in York Buildings, between Kelly & Walsh and Moutrie's.



33

"FELUCCA."

EGYPTIAN CIGARETTES.

MILD-AROMATIC-PURE.

MASPERO FRERES, LTD.,

CAIRO.



TRADE

MARK

THE BERNESE ALPS MILK CO

STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,

HONGKONG & CHINA.

WEISMANN, LIMITED.

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RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 24th April, 1911. [1222]

Intimations.

TO-NIGHT!

TO-NIGHT!!

THE HIPPODROME CIRCUS AND MENAGERIE.

BOXING CONTEST

To be held at the Circus

TO-NIGHT!

THE FINAL.

Referee, J. Dempsey. Time-keeper Mr. Walker.

A Handsome Trophy will be presented to the Winner and Runner-up.

TIME AND PRICES AS USUAL.

The Full Performance will be given on each Night.

MATINEE!

TO-DAY (SATURDAY), 22nd July, at 4.30 p.m.

THE EVENT OF THE SEASON.

BYSACK and FILLIS

GREAT COMBINE.

TWO SHOWS IN ONE.

ARTISTS

In the

RING.

50

50

UNEQUALLED IN THE ANNALS OF HONGKONG.

GRAND OPENING NIGHT!

MONDAY, 24th July.

NO INCREASE IN PRICES FOR THIS HUGE SHOW.

Doors Open at 8 p.m. Commence at 9 p.m. sharp.

FOR ONE WEEK ONLY.

SPECIAL MATINEES!

On WEDNESDAY, 26th, and SATURDAY, 29th July,

at 4.30 p.m.

Book your seats early at ROBINSON'S. [1230-1266]

ICED SUMMER CORDIALS, with Pure Filtered Soda Water

direct from the Fountain.

ICE CREAMS

All kinds of Bread. Samples free on application.

THE ALEXANDRA CAFE.

16, Des Vaux Road Central (next Hongkong Hotel). [112]

S.O.A.E.O.

AUTOGENOUS WELDING

Repair of Boilers and Keels Cutting very quick of iron and steel.

Welding of Boiler Plates and of Broken Plates.

Apply to 71, PRAYA-FAST, you will save time and money. [1198]

CALDBECK'S

"LIQUEUR"

WHISKY.



CALDBECK, MACGREGOR & CO.

15, Queen's Road.

Hongkong, 23rd June, 1911. [12]

DRAGON CYCLE

DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor

Engineers

and

Rickshaw Builders.

Repairs to

Typewriters, Bicycles, Phonographs, and all kinds of

Electric Goods and Machinery

'PHONE 482.

No. 63, Des Vaux Road Central.

Managing Proprietor:

C. LAURITSEN.

[41]

OTE. LOUVENCOURT

EXTRA DRY.

\$24.00 per case.

FRENCH STORE,

8, Queen's Road.

Hongkong, 17th June, 1911. [72]

STEAM LAUNDRY CO.

YAT-MAT.

Established 1800.

THE only successful Steam Laundry in the Far East. The only

Laundry in the Colony under

European Supervision.

Filters Water. Regular Delivery.

Flannels and underwear washed by

skilled Japanese.

Monthly rate, quote 1. Dry cleaning

a specialty. Depot No. 4, Pearsonfield

Avenue, T. K. 12.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [98]

OUR CONTEMPORARIES.

What They Think.

China Mail.

The Cotton Goods Trade.

During the past five years one-third of China's imports from abroad have consisted of cotton yarn and cotton goods of various sorts. While this is so, however, these imports represent only about one-tenth of the country's cotton consumption. With these two points borne in mind, the keen international rivalry for further participation in the supply of cotton goods to China is easily explained. That there are almost endless possibilities to the trade is generally acknowledged, but it is equally the case that there are peculiar features in the situation, features to which trade interests can only adapt themselves after careful and painstaking study of the prevailing conditions. Of late America has not been at all satisfied with the share she has had in this phase of China's imports, and this fact invests with special interest the Consular report written on the trade by Mr. George E. Anderson, Consul-General in Hongkong for the United States.

Daily Press.

The Parliament Bill.

Neither do we imagine that the Upper House will allow itself to be flooded by new peers, and though the outlook may perhaps be full of portents we are not necessarily optimistic in believing that the Lords, having fought to the last ditch, will capitulate to force majeure. A few may hold out, but it is thought that these extremists will be outvoted by Lord Lansdowne's followers, who will support the Government, and thus avert for the second time in British history the wholesale creation of peers. It is better so. If resistance be unavailing, then it is better to yield gracefully, and in taking this step the Lords are following the only dignified course open to them. Whether that surrender will end the constitutional crisis is difficult to say. Will the Ministry follow this success by an attempt to introduce in reality, though not perhaps in name, a form of single chamber government? We hope not. Further designs are contemplated on the Upper House, and should these contemplate an emasculated Chamber the constitutional crisis may be said to have been reached; but if they are intended to produce a useful Second Chamber then the crisis may be said to have been passed, and the country will be glad to place its affairs in the hands of an improved and approved constitutional government.

South China Morning Post.

The Philippines Question.

The Americans are essentially a commercial people and the Philippines, apart from the civilizing work that has been undertaken, have come to be regarded as a commercial possibility of immense importance and a strategic centre for American interests in the Orient, not lightly to be abandoned for any purely sentimental reason, in such a commercial age. The more this is realised in the States, and it is being recognised more and more all the time, the more profitable the enterprises of the archipelago become, the more that American money is invested in the islands, the more Americans become acquainted with their "little brown brother" and his ways, the smaller and more remote becomes the chance of the natives being allowed to control the islands. The Filipino irreconcilables look to a war between America and Japan for their salvation, but the world's treaties, of which there have been so many of late, are also rapidly causing this, practically by their lack of hope, to disappear.

DON'T FORGET.

Monday, 24th July.

Meeting of Hongkong General Chamber of Commerce, at the City Hall, 4 p.m.

Tuesday, 8th August.

Half-yearly meeting of shareholders, Hongkong, Canton, and Macao Steamship Company, Hotel Macao, at noon.

THE CONFIDENCE TRICK.

Chinese Woman Duped.

Another instance of the blissful credulity of the average Chinese woman of the ignorant classes has been reported to the Police. A native woman residing at No. 8, Sai Street, was yesterday walking along Des Voeux Road, when she was suddenly accosted by a Chinese gentleman (sic) who manifested a great politeness to the lady. He asked her if she could direct him to a money-changer's establishment, as he had just picked up a roll of bank-notes and did not know where to have them changed. If the woman would do the needful, he would give her a good reward. The unsuspecting creature offered to do so, but after having gone a little distance, she was called back and the man said: "Here, how am I to know you will come back? You better leave with me some security." Upon this, the woman divested herself of her jewellery worth \$25 and handed it to the man, together with \$20 in money. On arrival at the money-changer's, she opened the package and, to her dismay, she made the painful discovery that it contained nothing more valuable than worthless pieces of brown paper.

The appalling ignorance and lack of common sense displayed by these unfortunate creatures are almost enough to estrange sympathy from them.

THE FRENCH OFFICER.

A German Critic on his Shortcomings as Leader.

Berlin, June 16.—The "Lokal Anzeiger" prints a despatch from its special correspondent in Morocco, commenting on the march of the French on Fez.

"At Fez," he says, "I had the occasion to be introduced to General Moirer, a brave soldier, whose shoulders are bending under the weight of responsibilities undertaken on behalf of the French Government.

"The general asked me for my impressions. I described to him what I had seen, and how the French soldiers had fought the enemy. Then (and it was almost impressive) the General, whose eyes shone with pride and love, sang the praises of his 'little soldiers.' And they march so well," he concluded.

"They do, indeed, march very well," I replied, "but the French do not know how to take advantage of this quality."

"The 'Lokal Anzeiger' correspondent criticised the conduct of operations, the waste of ammunition, the insufficiency of supplies, and, most of all, the inexperience of the officers in the art of giving orders.

"This," he goes on, "I have seen constantly in officers of all ranks. They are incapable of writing clear instructions, and this can be seen everywhere."

SENTENCED FOR OPIUM IMPORTATION.

Yap Chow Hoo, a well known Chinese merchant of Manila, was sentenced to one year in Bilibid and to pay a fine of P. 5,000, in a decision by Judge Campbell a few days ago. He was convicted of being the consignee of the P. 55,000 worth of opium recently discovered on pier 5 by agents of the customs secret service.

The forbidden drug was concealed in 32 packages of cardboard imported from Hongkong. The centres of the parcels had been ingeniously hollowed out, and the drug deposited therein but the customs secretaries discovered it just as it was being taken from the piers.

Two other Chinese are charged with being accomplices in the smuggling attempt but they have not yet been tried. A telegram in cipher and a cryptic letter, both of which were solved by the secret service men, were prominent factors in the evidence which convicted the Chinese. It was also proved that a bribe of P. 2,000 had been offered one of the secret service men who made the capture of opium.—"Manila Times."

EDINBURGH THEATRE FIRE TRAGEDY.

Interesting Evidence at the Public Inquiry.

Under the Accidents Inquiry Act a public inquiry was held at the Edinburgh Sheriff's Court into the circumstances of the fire which occurred at the Empire Music-hall, Edinburgh, last month, when the Great Lafayette and nine others were suffocated.

The sheriff intimated at the outset that the jury were not to be asked by the Lord Advocate to return a verdict of fault inferring criminal responsibility against anybody.

Mr. George Sinclair, stage manager of the theatre, described Lafayette's performance, and explained how the curtain was kept from falling to give two stage hands a chance to escape from the wings. The stage lights remained on long enough to have enabled all to escape, if there had not been some concern about their belongings. If every one when he saw there was danger had made for an available exit there would not have been a single life lost.

Professor Harvey Littlejohn said he examined the bodies, and in his opinion all the victims had died of suffocation, and had not had painful deaths.

Mr. Campbell, the borough engineer, said he had inspected the theatre before the fire in view of the annual licensing, and the general arrangements struck him as being entirely satisfactory, but there were certain details in regard to which since the fire he had suggested improvements.

The jury found that the victims lost their lives by suffocation, and that no blame was attributable to anybody.

They added a rider recommending that in the future the city authorities should exercise more scrupulous care, both in regard to safe theatre construction and more frequent examination of electric lights and water hydrants.

The jury found that the cause of the conflagration was the fusing of an electric wire in a lamp.

THE AMERICAN POLO MATCH.

After two heroic struggles, both of which looked at any time like producing a different result, the American polo players, says "The Times," have retained their right to the International Cup, and the first feeling of Englishmen all over the world will be one of congratulation to their redoubtable opponents. Our Special Correspondent at Meadowbrook, whose despatches have done much to illuminate the tour of the English team, will hardly be suspected of any lack of appreciation of the merits of his countrymen. He was the first to urge in these columns that a serious attempt should be made to recover the trophy which Mr. H. P. Whitney and his companions took from us two years ago, and he has consistently maintained his belief in the selection of players sent from Hurlingham to recover it. But, now that the matches are over, he frankly admits the claim of the Americans to be the stronger side. No extraneous advantage, indeed, can be held to account for the superb performance of Mr. Milburn, the account of whose play suggests something as near to genius as the game has ever produced, for the faultless combination of the brothers Waterbury, the American forwards, or for the skill and power of organization displayed by their captain, Mr. Whitney. Whether a longer period of combined practice and acclimatization, a greater familiarity with the ground, and a larger range of ponies could have brought the same English team to a similar state of perfection is a question which will doubtless continue to be discussed, but is no longer of any practical profit. All but one of these conditions are necessarily in favour of the defending side, which has the right to play at home. So long as Englishmen remain in the position of challengers they will always have to face them. What every one will be ready to acknowledge is that, given the inevitable conditions, the best side has won the rubber, and deserves all the credit due to the unceasing efforts which have made it, in our correspondent's words, "the finest polo team ever seen in any country."

FOREIGN NEWS ITEMS.

Mexico.

The following telegram has been received in New York from Chihuahua (Mexico):—"The Governor announces that under the new régime Chihuahua will not permit foreign concessions, which are regarded as monopolies, and that every effort will be made to restrict existing foreign monopolies which are controlled by American, German, and British subjects."

France.

The new proposals of the Government for the settlement of the troubles in the champagne country are being drafted by M. Caillaux, Minister of Finance, and will be brought before the Senate in a few days.

Portugal.

Reports from Pontevedra state that the authorities of that town have stopped two waggons loaded with arms and ammunition intended for the Portuguese Monarchists. The articles, which were described as "machinery," had been disembarked from a German steamer at Villagarcia.

Turkey.

The Sultan reached Prishtina, and was warmly cheered along the line by great crowds, composed chiefly of Albanians. His Majesty performs his customary Friday devotions at the tomb of the Sultan Murad, on the plain of Kosovo, after which he will review 50,000 troops.

An amnesty for political prisoners has been issued at Prishtina. The Turkish newspapers dwell on the importance of the Imperial visit to Kosovo, and describe this as the greatest day in the history of the Ottoman nation.

Spain.

According to the Madrid correspondent of the "New York Herald" (Paris edition), Senor de Grijalba, the Madrid journalist who took offence at an article in the Paris "Temps" commenting on French and Spanish relations in Morocco, has left Biarritz for Paris, after waiting in vain at the former place for the writer of the article whom Senor de Grijalba challenged some days ago. It is even reported that Senor de Grijalba is already in Paris.

Holland.

By a fire which broke out in the village of Binnenveld, the church, several residential houses, and a large creamery have been destroyed. Many families are homeless, and the loss is estimated at a very high figure.

Italy.

The Minister of Instruction has brought into the Chamber a Bill for the reform of secondary education. The bill aims at creating a combination of the French lycée and the German gymnasium, in which Greek will be abolished and replaced by compulsory English. French will also be taught.

Chili.

In the course of a statement in the Chamber of Deputies, the Minister of Finance said it was estimated that the financial year, 1911, would show a surplus of over a million pesos.

THE HORSE SHOW.

Queen Alexandra Pays an Early Morning Visit.

The opening of the third day's proceedings of the International Horse Show was graced by the presence of Queen Alexandra, who was accompanied by Princess Victoria, and attended by Miss Knollys and Sir Dighton Probyn. Her Majesty arrived in a motor-car about nine o'clock, and was received by Lord Londale, president of the show. She paid a visit to the stables, where some of the most notable exhibits were pointed out. Then the whole of the Russian exhibits were paraded in the ring by Royal request, and a display was given of riding and driving.

It being her Majesty's express wish that the visit should be of a private character, special seats, borrowed in a wealth of floral decoration, were reserved in front of the Royal box just above the level of the ring. Her Majesty witnessed the jumping competition during the morning, and was much interested in the spectacle. The Royal party remained until about noon.

A DROSHKY WEDDING.

Quaint Scene at the Russian Church in London.

A romance in a most picturesque garb paid a fleeting visit to Welbeck-street, when the dashing Captain Bertren, one of the Russian officers competing at the International Horse Show was married to Mme. Denisoff, a widow, at the Russian Church.

It is so seldom that Romance comes by way of Welbeck-street, with its association of suffering and shattered dreams in the nursing homes and doctors' houses, that half its inhabitants gladly welcomed the opportunity to pause in their work, and from the windows and balconies watch the arrival of the bride and bridegroom in the quaintly unfamiliar Russian carriages, which were a feature of the scene. And down in the street itself the spectators gathered on both sides of the road in such numbers that they formed a narrow avenue through which the parties to the wedding could proceed but slowly.

Nearly an hour before the ceremony was due to commence—at half-past eleven—the crowd began to collect, being mostly composed of women, with one or two slightly blue representatives of the errand-boy type. It was some time before the patience of the crowd was rewarded.

All the early arrivals amongst the few guests invited to the church were garbed in the picturesque silk hat and frock or morning coat, but at length there was a sudden stir when round the corner there came a taxicab with two officers inside, both in uniform, and one with a gorgeous brass helmet, surmounted by a brazen eagle, gleaming in the sun.

All too quickly from the crowd's point of view they passed into the church—representatives of the bridegroom's French and German rivals at the Horse Show. Then a few minutes later there arrived a Russian troika, drawn by three horses and driven by a man in the padded livery of a Russian conclusion, in which was seated one of the bridegroom's friends.

The Bridegroom and Bride.

Almost on his heels there came the bridegroom, with his best man, in a droshky, drawn by a fast trotter and prestashka, as its galloping mate is called, both harnessed with silver trappings. After shaking hands with a few friends at the door they passed inside the church, of which the exterior is hardly distinguishable from that of an ordinary house.

Then, a few minutes before the half-hour, there drove up another droshky, with coachman livery and horses harnessed in Russian style, the bride and Mr. Walter Winans, the well-known American exhibitor, being its occupants. Mme. Denisoff was dressed in white and wore a flower-trimmed hat, while in her hand she carried a small bouquet. Mr. Winans was wearing a grey frock-coat, grey trousers, and grey tall hat.

Even after they had disappeared into the church the crowd lingered on, fascinated by the quaint spectacle of the Russian carriages, and many waited to catch another glimpse of the bride after the ceremony.

THE PACIFIC MAIL AND CATERING.

The Pacific Mail Line are sparing no efforts to make their boats as comfortable as possible, and in that direction they have been paying special attention to the commissariat department. They have appointed Mr. V. Moroni to take charge of the catering on the vessels with the object of improving the excellent bills of fare that have always been provided by the stewards department. Mr. Moroni comes to them with an excellent reputation as an artist in the catering line, and it is expected that under his supervision the trans-Pacific boats will acquire a fame for the qualities of their menus. While at the Astor House, Shanghai, Mr. Moroni beat all his rivals and carried off a gold medal for cooking. He has been connected with Thos. Cook and Son's hotel in Egypt and elsewhere and in his present situation he will travel to and fro upon the line instituting improvement wherever he finds them necessary.

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INDIAN NEWS.

Delhi Durbar.

Arrangements for the Government of India Camps for the Durbar have greatly advanced. Those camps will be allotted to the members of the Viceroy's Executive Council, the Chief Justices of Bengal, several Judges of the Calcutta High Court, the Metropolitan, the Commander-in-Chief, the Secretaries to the Government of India and the Heads of Departments, the Additional members of the Viceroy's Legislative Council, including the Advocate-General. Those invited will have the privilege of bringing their wives and daughters. Captain Allanson, who is now in Simla, is in charge of these arrangements.

The "Pioneer's" military correspondent at home, in discussing the succession to the post of Chief of Staff in India, when Sir Douglas Haig assumes command at Aldershot, mentions the name of Lieutenant General Sir Percy Lake, now commanding the Meerut Division. In military circles it is considered that General Lake has all the qualifications required for the appointment and his selection would not come as a surprise.

Opium Smuggling. A serang and three firemen on a sea-going vessel were charged with possessing several keels of contraband opium at Alipore. The serang and one fireman pleaded guilty and were fined one hundred rupees each. The case against the other two is proceeding.

Indian Railway Enterprise. The prospectus of a private company to construct a railway from Mandra to Chakur will shortly be issued. Messrs. Rocharam and Sons have acquired the concession from the Government. The line will be constructed and worked for the company by the North-Western Railway on a fixed per centage of the gross receipts and will receive a rebate towards paying a dividend of five per cent. The line is distinctly an Indian enterprise.

Crop Reports. Crop telegrams for the week ending 17th June show that good rains fell over the country and have given a start in the villages and land is under preparation for the autumn crops. In the United Provinces sugarcane is doing well and more sun is wanted for tea in both Bengals. In the Punjab the condition of the standing crop is good to average. Locusts damaged cotton and millet in Multan. In Bombay the rainfall has proved beneficial, and Madras reports that the prospects of the standing crops are fair to good. Prices are generally steady all over India.

Burma Trade. The Report on the trade of the past year just issued shows a general prosperity for the Province. The rice crop is good and remunerative prices were obtained. Oil and other well-established industries flourished and recent enterprises, such as rubber and mining, augur well for the future. The net custom duty realised was rupees one crore and nearly eighty lakhs. The aggregate sea-borne trade of the Province, excluding Government transactions, was fifty-five crores and nearly 47 lakhs over last year.

Wireless Telegraphy. The installation of wireless telegraphy in the summer capital of India has at last been started, workmen are busy at Jutogh erecting the necessary apparatus. Messages will be carried from Calcutta to Allahabad and thence to Delhi and Simla.

Bishop of Calcutta. Dr. Copleston, Bishop of Calcutta, who has not enjoyed good health for some time, will arrive in Calcutta and proceed home on medical certificate. It is probable that Dr. Copleston will not return to India and in the event of his resignation the name of Dr. Lefroy, Bishop of Lahore, is mentioned as his successor. Dr. Copleston has been the Bishop of Calcutta since 1902.

Intimations



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(Effective from May 1, 1911.)

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\$40	{ Shanghai (Steamer)Lv.			Thurs.	Sun.		
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Y14.95	{ (S.M.R. Train)....Lv.	6.00 a.m.		Sun.	Wed.	Fri.	
	{ Mukden " "Ar.	1.50 p.m.			" "	" "	
Y11.50	{ Changchun " "Lv.	2.05 "		" "	" "	" "	
	{ (Russian Train)....Lv.	8.50 "		" "	" "	" "	
R 9.50	{ Harbin " "Ar.	*9.30 "		" "	" "	" "	
		*9.10 a.m.		Mon.	Thurs.	Sat.	
Connecting at Harbin with				State Express for Moscow	Wan- gen Lito- for Mos- cow.	State Ex- press for St. Pete- rsg.	

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R 9.50	Harbin (Russian Train) ... Lv.	* 11.20 a.m.	Mon.	Wed.	Fri.
	Changchun (") ... Ar.	* 8.25 p.m.	"	"	"
Y11.50	(S.M.R. Train) ... Lv.	10.30	"	"	"
	Mukden (") ... Ar.	5.10 a.m.	Tues.	Thurs.	Sat.
Y14.05	(") ... Lv.	5.25.	"	"	"
	Dairen (") ... Ar.	1.30 p.m.	"	"	"
Y10.00	(Steamer) ... Lv.	Noon	Wed.	"	Sun.
	Shanghai (") ... Ar.		Fri.		Thurs.

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Hongkong, 30th June, 1910.

The object of this paper is to publish correct information, to serve the truth and point the aims without fear or favour.

Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 22nd, 1911.

DECLARATION OF LONDON.

The only Articles of this Declaration which with the exception of Article 35, are of real importance in that they differ from the principles hitherto adopted by Great Britain, are Articles 24, 33, 34 and 39, which declare food-stuffs to be contraband of war, if they are consigned to a fortified place belonging to the enemy or other place serving as a base for the armed forces of the enemy; and admit the right of a warship to destroy a captured neutral vessel if the warship is unable, without danger to her own safety, to take the captured vessel into port, or if the success of the operations which that warship may be engaged in at the time is likely to be endangered.

Great Britain has for many years past deprecated the making of food-stuffs contraband of war, unless such food-stuffs are, beyond all possibility of doubt, destined for the enemy's forces, and are consequently intended for the purposes of war. And with regard to the sinking of neutral vessels, Great Britain has always protested that this is unjustifiable.

The contention of Sir Edward Grey and other supporters of the Declaration is, apparently, that inasmuch as several of the great Naval Powers have insisted upon it that they have a right to declare food-stuffs to be absolute contraband of war, and that they have a right to sink neutral vessels carrying contraband, it is better for us to agree that food-stuffs may be declared contraband and that neutral vessels may be destroyed, under certain circumstances, rather than to leave those Powers in the same position as heretofore. To put it in another way—the supporters of the Declaration say that as Great Britain cannot get the others to agree that what we consider to be wrong is wrong, it is better for us to get some concession from them by ourselves agreeing that what we consider to be wrong is only partly wrong, and so inducing them to agree that what they have considered to be right is only partly right.

But it has to be considered whether the concession obtained from the other Powers is sufficient to compensate us for so abandoning our principles or whether it is in fact any real concession at all. It has already been pointed out by many persons, on behalf of large institutions in the Kingdom, that Great Britain is the only country in the world which is dependent upon other countries for her food-stuffs, and is the only country (except Japan) to which such food-stuffs must necessarily be brought by sea. Every other country is able to obtain her supplies overland from an adjoining country unless actually at war with that particular country. In the event of Great Britain being at war, practically every port of any size in the Kingdom would serve as a base for the armed forces, at any rate every port would be considered by the enemy to serve as such a base. Sir Edward Grey denies this, and has said (through Mr. Langley) that "it is evident that the fact that a port is connected by rail or canal with a recognised naval base cannot be held to render that port in itself a base of supply, since such a definition would practically cover all ports in all countries, with the result that Articles 33 and 34 of the Declaration would be meaningless, and the qualifications and limitations they impose void of any object." But, in so stating, he apparently forgot that the wording of the Declaration does not refer to a "recognised naval base," nor to a naval base at all, but it refers to any place serving as a base for armed forces, whether naval or military. A small port such as Salcombe in South Devon is not a naval base, but it is undoubtedly a place which may well serve as a base for armed forces, as it is also a place from whence supplies could speedily be sent overland to Plymouth. No one can have any doubt whatsoever that every port in the United Kingdom would be regarded by an enemy of Great Britain as serving as a base for armed forces, if it were desired to starve our country into submission. It is easy to say that Articles 33 and 34 are to be read together, and that therefore only such food-stuffs as are actually destined for the use of armed forces are contraband; but Article 34 expressly provides that foodstuffs which are either consigned to a fortified place, or to any other place serving as a base for armed forces, are presumed to be destined for the use of the latter, and the onus of proof (as Sir Edward Grey himself states) that they are not so destined is on the owners of the ship captured. Even if these owners could eventually satisfy such onus (which it would be exceedingly difficult for them to do, having regard to the fact that, in case of war, and particularly in the case of a threatened invasion of England, armed forces would be stationed at, or in the near vicinity of, every port), consolation would it be to the country generally if the owners were finally compensated for the loss of their ship by an order of the International Prize Court? And it certainly cannot be supposed that an enemy's war ship capturing a neutral vessel carrying food-stuffs to England, would hesitate to des-

troys the vessel merely because a doubt existed as to whether or not her cargo was destined for our armed forces. The fact of the extreme difficulty which the owners must necessarily find in proving that it, or at any rate a large part of it, was not so destined, would probably be considered by those in command of the warship to justify the destruction of the vessel, if, (as would almost certainly be considered to be the case), she could not be taken to a port of Britain's enemy without danger.

Having agreed to this Declaration as it stands England will be powerless to protest, as she has hitherto done, against the destruction of neutral vessels carrying contraband, or against food-stuffs being deemed to be contraband when any doubt whatsoever exists as to whether they are destined for the use of armed forces, and for the purposes of the war in progress.

There can be very little doubt that the effect of the Declaration, so far as Great Britain is concerned, will be, in case our country is at war, to render the cost of freight and insurance on a cargo of food-stuffs consigned to any place in the Kingdom almost prohibitive; and to make it practically impossible to induce a neutral ship to carry such cargo to any British port. It should be stated, however, that the Declaration contains one Article the terms of which are decidedly favourable to our country in the event of war. Article 35 provides that conditional contraband, such as food-stuffs, is not liable to capture except when found on board a vessel bound for territory belonging to or occupied by the enemy, or for the armed forces of the enemy, and when it is not to be discharged at an intervening port. Therefore a neutral vessel bound, say, from America to France, containing a cargo of food-stuffs ultimately destined for England, but to be discharged at a French Port, is not liable to be interfered with in the event of Great Britain being at war with another Power. The only danger of such foodstuffs being captured by the enemy would arise after transshipment of the cargo in the French port into another vessel bound for British territory, and during the very short voyage across the channel. This may be considered to be a very advantageous concession to us by the other Powers; for, were it not agreed to, the enemy might insist upon their right to seize conditional contraband carried in neutral ships, if its ultimate destination, after having been first discharged in a neutral port, were shown to be a port of Great Britain. The former law in this respect was as stated in Kents' International Law:—"The question is one of intent. Did the animus importandi terminate at the intermediate port, or look to an ulterior port? Was it, under the circumstances, a bona fide importation, ending at the intermediate port, or a mere contrivance to cover the original scheme of the voyage to the ulterior port?" This was the true principle of the cases as declared by Sir William Grant in "The William" 5 Rob. 385, and recognized in the United States. The Declaration of London settles this question, so far as regards conditional contraband, and makes it immaterial with what intent goods of that description are carried in a neutral ship to a neutral port, the idea doubtless being that belligerents should be allowed to interfere as little as possible with the apparently legitimate trade of neutral countries.

Except for this one concession it is difficult to see what benefit our own country can have been expected to gain by joining in the Declaration, and so abandoning certain principles which we have long endeavoured to uphold.

DAY BY DAY.

Murder of a Stewardess.

An officer has been sent from Scotland Yard to meet the s.s. China at Plymouth to arrest a person, whom the captain has placed in custody, in connection with the alleged murder of Miss Alice Brewster, a stewardess, on board the vessel.

The tragedy occurred on June 11, when the China, which was proceeding from Australia, was near Colombo. Miss Brewster is a native of Little Canfield, Essex, and had intended retiring shortly. The victim was buried at sea.

Shop-Gazing.

A shop coolie came over from Yunnan last night into Hongkong for the purpose of doing some shopping. He made a purchase of a tin of biscuits and some others not so packed. He put them in his basket and in his journeyings stopped outside a shop in Hollywood Road to gaze at the goods displayed. As he did so he put his basket on the ground and, when he had finished his stay, dropped his hand to pick up the biscuits. They were conspicuous by their absence and the coolie is the loser to the extent of \$4.50.

Boxing at Hippodrome Circus.

The semi-final boxing contest took place at the Hippodrome Circus last evening in the presence of a large audience. Seaman Tower of the Submarine 37 drew a bye. After 3 well contested rounds, Corporal Scruton, K.O.Y.L.I., beat Gunner MacGee. To-night the final will be fought between Corporal Scruton and Seaman Tower. In view of the excellent condition shown by both the contestants, the fight is sure to be an exciting one. The public should take the opportunity to be present at the fight this evening. The winner will be presented with a handsome trophy.

New Ordinances.

H. E. the Governor has given his assent, in the name and on behalf of the King, to the following Ordinances passed by the Legislative Council:—An Ordinance to amend the Private Vehicles Licensing Ordinance, 1895, and an Ordinance to authorize the appropriation of a supplementary sum of four hundred and thirty-eight thousand nine hundred and nine dollars and ninety-three cents, to defray the charges of the year 1910.

Take not away the life you cannot give. For all things have an equal right to live.

There were three cases of plague reported during the 24 hours ended at noon to-day. Yesterday two were notified.

The dead body of a Chinese male has been conveyed to the mortuary. He has the appearance of an ordinary street coolie.

General Moinier.

The French commanding officer in Morocco has been very much in the public eye of late. On p. 3 of this issue will be found the views of a German critic regarding his shortcomings as a leader.

Licensing Board.

H. E. the Governor has been pleased to appoint, under Section 9 of the Liquors Consolidation Ordinance, 1911, the Hon. Mr. Warren Delabere Barnes to be Chairman of the Licensing Board, vice the Hon. Sir Francis Henry May, K.C.M.G., resigned.

Police Transfers.

Among the police transfers that have just been made are the following:—Inspector Cameron, to the Peak.

Sergeant McKay from the Peak to take charge at Shamshui.

Sergeant Angus from Shamshui to Central.

Lance-Sergeant Fowler from No. 8 Station to Cheung Wan to open a new station.

Armed Robbery.

Last night a case of armed robbery took place at Kowloon City at No. 4 Lung Chow Chong. It is said that six men took part in the affair one of whom was armed with a large knife and a bar of iron. The thieves succeeded in getting away with \$35 worth of clothing and jewellery. There has been no arrest so far.

A More Serious Charge.

At the Police Court this morning, before Mr. Hazeland, three men were charged with kidnapping a woman for the purposes of emigration. The police intimated to the magistrate that probably a more serious charge, of murder, would be preferred against the men if they were remanded. The men were accordingly remanded in custody until next Saturday. The kidnapping is supposed to have taken place at Chang Uk Hang, Lungkoon.

Miss Parker, late of Miss Fairall's, leaves to-day for home.

The Victoria Theatre.

On Monday at the Victoria Theatre Mr. Frank Mohrose makes his first appearance in Hongkong.

A Drowsy Wedding.

The quaint spectacle of a drowsy wedding was witnessed recently in London. An interesting description of the ceremony appears on p. 3.

International Polo.

After two heroic struggles between America and England, the former have retained their right to the International Polo Cup. Some interesting comments on the international polo conditions will be found on our 3rd page.

The Duke of Connaught's Statue.

Very slow progress is being made with the transference of the Duke of Connaught's Statue on to another pedestal, as mentioned in our columns last week. The scaffolding has been erected for some days past, but the work appears to go no further.

Des Vieux Road.

There are some spots in Des Vieux Road that are now in an excellent condition. Where repairs have been made to the permanent way, the concrete, filling up the holes made, comes up quite flush with the level of the lines. This part of the job has been done in a workmanlike manner, and it only remains for the rest of the road to be treated in the same way.

Typhoon Warning.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 9 p.m. July 21, 1911:—"Depression northern part of China Sea. Cyclone or typhoon E. of Northern Luzon, less than 300 miles distant. Filling up. Cyclone or typhoon W. of Northern Luzon or Marianna Islands, inclining northward."

His Majesty's Mails.

When His Majesty's mails are landed in Hongkong they have always before been brought alongside in a P.O. launch proudly flying the Blue Colonial Ensign. Last night, however, after the s.s. Asaye arrived, they were brought ashore under the Hongkong Hotel Ensign on the Hotel launch. It seems that, somehow or other for once, the P.O. launch Despatch failed to be up to time when the mail steamer arrived, so the Hotel representative in charge of the Hotel launch offered the waiting P.O. officials deck room for the mails on his craft. This was accepted gratefully and so there was no delay consequently in delivery of the mail.

Garrison Orders.

The following N.C.O.s and men have been awarded acting schoolmaster's certificates as the result of the examination held in May:—A/B. U. Warrington, R.G.A., (Gr. R. J. Wilton, R.G.A., Sgt. G. Bolton, 1st K.O.Y.L.I., and Corp. E. J. Smith, 1st K.O.Y.L.I.). Leave of absence, on private affairs, to the neighbouring countries, has been granted to Captain R. D. Crawford, R.G.A., from 31st July to 30th September, 1911, inclusive.

Detail of officers for the ensuing week:—Field Officer for the week, and Visitor, Detention Barrack.—Capt. F. L. D. Jarrad, 126th Baluchistan Infantry. Next for Duty.—Captain T. M. Wakefield, H.K.S.B. R.G.A. To furnish night guard at Kowloon Military Hospital during ensuing week, 126th Baluchistan Infantry.

The Typhoon.

Where is this typhoon? This year it would seem that the nearer they come the finer the weather becomes.

Some days after the last scare the weather broke and we were treated to both wind and rain, whilst, during the "approach," when we expected to suffer, it was beautifully fine!

Canton-Kowloon Railway.

Rapid progress is now being made on the Canton Branch of this line, the Management of the British Section is anxiously awaiting the completion of the Canton connecting link which is expected will be opened for traffic in October next; when the reception of the Kowloon Section should be greatly increased because of the goods trade which will be shipped by railways as soon as the line is made continuous.

PROPOSED CAPSULIMUN LIGHT.

[SPECIAL ARTICLE.]

A little while ago a correspondent who used the writing name of "British Sailor" made a justifiably direct attack upon the Hongkong Government with regard to their dilatoriness in keeping the promise which they made some three years ago, to improve the shipping lights in Capsulimun Pass. Our correspondent was not alone in voicing the opinion that the local authorities were to blame in this matter. The views that he then expressed were concretely the views held by all the ship's officers and pilots who have to use the Pass in the course of every-day traffic. And then a time, if not long, is not far off, Hongkong's prosperity as a port depends mostly upon its entrepot capabilities. Its alleged superiority above the ports of the world is a matter of figures. In reality it does not compare with Liverpool or Glasgow so far as its ocean-going shipping is concerned. Compared

In the Same Light.

with the Port of London or New York it is eclipsed. Its daily tonnage clearances are made up by river ferries so-called. And that just brings us back to the point that Hongkong's port prosperity depends almost entirely upon its capacity for dealing, as a distribution agent, with the goods which are sent here for local consumption, the word local, of course, implying Southern China. Hence we have, above all things, to look to the welfare of our local traffic. Are we doing so? The answer cannot but be in the negative. In various ways our local shipping is not treated on an equity. Foreign steamers making use of the privileges of the port enjoy greater advantages than we do in the matter of clearances with cargo up the river. But to put apart for a moment all these considerations, the most palpable shortcoming of the Hongkong Government in its treatment of harbour affairs is to be found in its want of faith in trying out to a fulfilment its promise that the marine lights in Capsulimun Pass would shortly be put in order.

Capsulimun is a dangerous passage, narrow and treacherous with swift running tides. The Capsulimun is used at all hours of the night in all kinds of weather by a great number of the river steamers, the traffic of which makes up

The Blackbone.

of our Colony's prosperity. The ordinary shoreman would naturally suppose that in such circumstances the Government would pay assiduous attention to the safe navigation of the narrow waterway—the gateway to Canton.

During the first quarter of the present year, 7,904 vessels entered Canton, representing a tonnage of 679,127 tons. During the quarter the number of vessels which cleared from the port was 7,939. The total of vessels clearing during the quarter included 6,978 inland water steamers, besides heavy tonnage in the great number of native sailing craft using this channel.

Yet, notwithstanding all this volume of trade, we find that the Government has utterly ignored, or at least dilatorily disregarded, the outcry of the shipping companies for a placement of

Proper Lights.

in the vicinity of Capsulimun. A Government apologist wrote in our columns recently that the Public Works Department was taking action in the matter and had actually decided upon a site for the new, promised light. It was promised about three years ago. And, verily, the Government have been pleased to survey the site. We all know the difficulties under which our worthy Director of Works has to suffer, what with reference to head quarters, to the Crown Agents or to the Colonial Office in London, but surely there is something "rotten in the State of Denmark" when an important work of this description has to await the approval of Downing Street whilst local votes are passed without comment for other less important matters.

What is wanted is the erection of a leading light on Kap-Sing Island situated at the Capsulimun Pass, the absence of which light

Held by Mariners.

as having been responsible for the loss of the s.s. Powan, with many lives, and the grounding of many vessels near its approach.

As our correspondent pointed out in his communication of June 17, the absence of proper lights at the harbour end of Capsulimun has been a long standing grievance amongst the shipping community. The single light at Ma Wan is not sufficient. Vessels do not pick it up until almost abreast Kap Sing Island, which is four and a half miles from the Fairway Buoys.

From Kap Sing, the dangerous Bunsanialh Rocks lie one mile distant, bearing S. by E., 1-4 E. 1-4.

The distance between Kap Sing and the Bunsanialh Rocks is only a mile, which does not leave a very wide margin when the weather is stormy and the light bad. After the Powan disaster, the Government gave a promise that the needed light would be constructed in due course. But there is not the least sign of it yet. The statement regarding the Powan is untrue, as she struck on the extreme Eastern end of Lantau Island.

The Chairman of the Hongkong, Canton and Macao Steamship Company, in his speech at the meeting of that Company held on the 10th of February, said:—

"Our day service steamers, which never have an opportunity of seeing the lights, are taxed with all other vessels in the river trade 5-6, of one cent per ton for every daily entrance into the waters of the Colony, which must be considered a very heavy tax, especially as we cannot get a small light erected on Kap-Sing Island, where most needed for the safe navigation of our vessels, at a possible cost of, say, \$1,000. We have asked for more light and, in reply to our earnest request, the Harbour Master offers us stone and a bucket of white wash! The Government should take unto themselves the ancient proverb: "Deeds, not words! Light, not stone and white wash!"

MR. HOOPER RESIGNS. SANITARY BOARD.

Our readers will regret to hear that Mr. A. Shelton Hooper, who has served the public so long, intelligently and faithfully as a member of the Sanitary Board, has resigned his seat, and will no longer represent the public, as a member of that august body, should His Excellency the Governor, in whose hands Mr. Hooper's resignation has been placed, accept the same.

The community will thus lose the services of an energetic and earnest worker in all matters appertaining to sanitation.

Mr. Hooper's absence from the Board will be a distinct loss and we regret to hear—as will many others—that he has taken this step, which is clearly traceable to the proceedings of the last meeting of the Board held on Tuesday, the 18th instant.

We trust his place may be filled by one equally well qualified, and as fearless and painstaking as he has proven himself to be. We will await with interest the finding and appointment of such an one.

PROPOSED MINING COLLEGE.

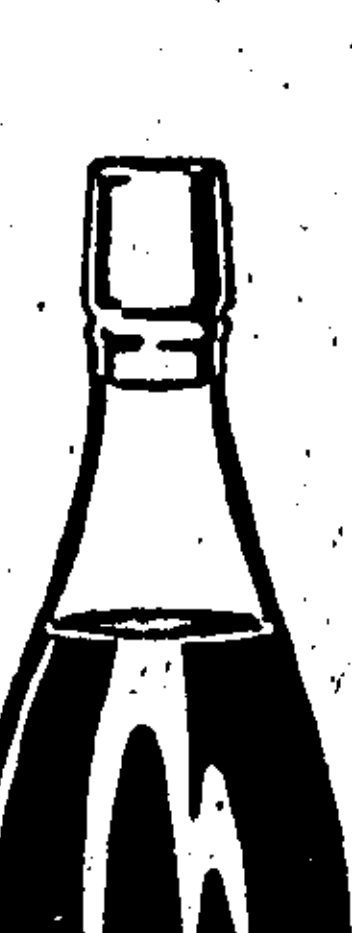
THE "TELEGRAPH" CORRESPONDENT.]

Canton, July 21.

H. E. the Canton Viceroy is in receipt of a despatch from the Ministry of Agriculture, Industry and Commerce regarding the proposed establishment of a mining college. The despatch says that many foreign nations owe their prosperity to the existence of mining resources.

Although China possesses enormous mineral resources, she is lacking in mining experts to explore the fields for her. It is on this account that there is a movement of a mining college to turn out students with a knowledge of mining is a great necessity.

The Ministry requests H. E. the Viceroy to instruct the Tutor of the Promotion of Industries jointly to consider the scheme with the Provincial educational Commissioner and to submit regulations governing the running of the college to the Ministry for consideration and approval.



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SUMMER DRINK.**

CAN BE MIXED WITH WATER,
LEMONADE, SODA, &c., AND MAKES AN
IDEAL COOLING AND REFRESHING
DRINK.

IT IS THE MOST POPULAR NON-
ALCOHOLIC DRINK IN THE UNITED
STATES.

H. PRICE & CO., LTD.,
12, Queen's Rd Central,
Singapore, 21st July, 1917.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong To Quebec:
"Empress of Japan".....Sat., July 22.....Fri., Aug. 18.
"Empress of India".....Sat., Aug. 12.....Fri., Sept. 8.
"Empress of Britain".....Sat., Sept. 2.....Fri., Sept. 29.
"Monteagle".....Sat., Sept. 12.....Fri., Oct. 20.
"Empress of Japan".....Sat., Sept. 23.....Fri., Oct. 20.
"Empress of China".....Sat., Oct. 11.....Fri., Nov. 10.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (Tinned Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers, and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£13. Via New York.....£15.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Paddy Street and Praya (Opposite Blake's Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

SHANGHAI.....HANGSANG*.....Sunday, 23rd July, D'light.

TIENSIN & SWATOW.....TSINGTAU, WEIHAI.....CHEONGSHING*Monday, 24th July, Noon.

WHEI & CHEFOO.....MANILA.....LOONGSANG*.....Saturday, 29th July, 2 p.m.

SHANGHAI, KODE & FOOKSANG*.....Tuesday, 8th Aug., Noon.

MOJI.....RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kuisang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kulsat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 22nd July, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ONTARIO".....	11,000	John Findlay	August 14th.
"SUVERIC".....	11,000	P. Cowley	August 22nd.
"KUMERIC".....	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Ancon and Keelung if sufficient inducement offered.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 20th July, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected at about	For	Waiting on or about
Tijlhwong	JAVA	2nd half July	SHANGHAI	2nd half July
Tijmahli	JAVA	2nd half July	JAVA	2nd half July
Tijpanas	JAPAN	2nd half July	JAVA	2nd half July
Tijbodas	JAPAN	2nd half July	JAVA	2nd half July
Tijkini	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tijlatja	JAVA	2nd half Aug.	SHANGHAI	2nd half Aug.
Tijlarom	JAVA	2nd half Aug.	SHANGHAI	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of second passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Buildings

[914]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KITANO MARU, Capt. F. E. Coje, Tons 9,000 IYO MARU, Capt. R. Takada, Tons 7,000 HIRANO MARU, Capt. H. Fraser, T. 9,000	WEDNESDAY, 2nd Aug., at D'light. WED. DAY, 16th Aug., at Daylight. WEDNESDAY, 30th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE via KAILUNG, SHANGHAI, MOJI, KODE, YOKOHAMA, SHIMIZU & YOKOHAMA	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 12th Aug., from KOBE
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VICTORIA, B.C., & SEATTLE via KAILUNG, SHANGHAI, MOJI, KODE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Itizawa, Tons 7,000 INADA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 15th Aug., at 1 p.m. TUESDAY, 12th Sept., at 4 p.m.
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SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, Tons 7,000 YAWATA MARU, Capt. T. Sakino, Tons 5,000	FRIDAY, 4th Aug., at Noon. FRIDAY, 1st Sept., at Noon.
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KOBE and YOKO-HAMA.....	YAWATA MARU, Capt. T. Sakino, T. 5,000	TUESDAY, 1st August, at Noon.
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KOBE & YOKO-HAMA.....	TANGO MARU, Capt. Kawara, Tons 8,000	THURSDAY, 3rd Aug., at 11 a.m.
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SHANGHAI, MOJI & KOBE.....	HAKATA MARU, Capt. H. Nomura, Tons 7,000	WEDNESDAY, 2nd Aug.
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BOMBAY via SINGAPORE & COLOMBO.....	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	TUESDAY, 25th July.
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§ Fitted with new system of wireless telegraphy. | Cargo only.

* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KODE	MOJI	NAAGAKI
	RETURN.	RETURN.	RETURN.	RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days, and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

[5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI.....	"CHENAN".....	23rd July, 4 p.m.
MANILA, OEBU & ILOILO.....	"TEAN".....	25th .. 4 p.m.
HAIPHONG.....	"SINGAN".....	27th .. 10 a.m.
SHANGHAI.....	"LINAN".....	27th .. 4 p.m.
SHANGHAI.....	"CHINHUA".....	29th .. M'night.
WEIHAIWEI & TIENSIN.....	"HUICHOW".....	1st Aug., 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin Screw Steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, alt. saloon accommodation of s.s. "Kailong" is situated on deck, aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Mutay Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 84.

Hongkong, 21st July, 1911.

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Shipping—Steamers

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to
Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. Ambria.....28th July

„ Alois.....9th Aug.

„ Freudenf.....25th Aug.

„ Suavia.....6th Sept.

„ Sachsen.....24th Sept.

„ Bayern.....6th Oct.

For Further Particulars, apply to—

HOMEWARD.

For Havre, Bremen & Hamburg:

S.S. "Spezia".....2nd Aug.

For Havre & Hamburg:

S.S. "Liberia".....7th Aug.

For Rotterdam & Hamburg:

S.S. "Segovia".....12th Aug.

For Havre, Hamburg & Antwerp:

"Saxonia".....17th Aug.

For Marseilles, Havre & Hamburg:

S.S. "Silvia".....21st Aug.

Hamburg-Amerika Linie,

Hongkong Office.

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HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI.....	4000	S. Crosby	MANILA, OEBU & ILOILO	MONDAY, 31st July, 4 p.m.
ZAFIRO.....	4000	M. C. Smith	MANILA, OEBU & ILOILO	THURSDAY, 10th Aug., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 22nd July, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHUI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
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For Freight and Passage, apply to

A. R. MARTY,
24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS.....	28th July	Saturday, Aug. 19.
EASTERN.....	25th Aug.	„ Sept. 16.
ALDENHAM.....	8th Sept.	„ Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

[967]

TOYO KISEN KA SHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Tenyo Maru.....	21,000	E. Bent	Friday, July 28, Noon.
Nippon Maru.....	11,000	H. S. Smith	Friday, Aug. 18, Noon.

† Triple Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 28th July, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Kiyo Maru.....	17,200	S. Togo	Tuesday, Aug. 15, Noon.
Buyo Maru.....	10,600	K. Hachimoto	Saturday, Oct. 14, Noon.

The Steamers "KIYO MARU" will be despatched hence for MEXICO, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake's Pier).

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COMMERCIAL.

Messrs. E. S. Kadoorie in their Weekly Share Report, dated Hongkong, July 21st, state that business during the week has been on a moderate scale, but as they close, the market is considerably more active with most stocks in fair demand.

Rubber.—The rubber quotation from London gives 4-5 for Fine Hard Para, the London share market being stagnant, and at the moment of writing prices would appear to be on a slightly lower level.

Banks.—Hongkong and Shanghai Banks have been the medium of a fair business at \$910, at which rate more could probably be placed. The result for the half-year has been published declaring a dividend of 22 per share, an addition to the silver reserve fund of \$600,000 and a carry forward of \$2,000,000.

Marine Insurances.—Unions have changed hands at \$815 and close in demand. Cantons are unaltered from last week with, however, buyers still prevailing at \$205. North Chinas are wanted at Tls. 170.

Fire Insurances.—Hongkong Fires are in request at \$335 whilst China Fires have been the medium of a fair business at rates ranging from \$110.1-2 to \$121.1-2, closing with buyers at \$121.

Shipping.—Hongkong, Canton and Macao Steamboats remain on offer at \$31. Indos have firmed slightly and could be placed at \$64. China and Manilas are offering at \$10.3-4 and Shells are neglected at 80-8 after sales at the figure. Old Star Ferries have advanced to \$26.1-4 and the New shares are enquired for at \$16.

Refineries.—China Sugars, after transactions at \$101, close steady with buyers. Luzons have changed hands to a considerable extent at \$24.1-2 and \$25 and more could probably be placed at this latter rate.

Mining.—Chinese Engineering and Minings at Tls. 13 and Rauba at \$2 are a neglected market. The latest Longkat quotation from Shanghai gives Tls. 93. Tronoh Mines weakened in London in the early part of the week but at the time of writing have again firmed up, no shares being on offer under \$6.6 with buyers offering \$5.6.

Docks, Wharves and Godowns.—Hongkong and K

The Mount Painter field of South Australia is a wonderful place for the occurrence of rare minerals and a company has been recently formed to recover radium from the earth.

WHY LONDON IS THE CENTRE.

When a visitor is taken over the Bank of England, after proper introduction, he is shown various interesting details in the business of the "Old Lady of Threadneedle Street."

There is a room where automatic machines weigh each gold piece coming in from circulation, throwing out the light ones. In the printing room the prosperous Old Lady makes her banknotes, the lowest denomination being worth nearly twenty-five dollars. In her old note office she keeps those that have come back to the bank, for a period of five years, in case they are wanted in evidence. In another room the visitor is permitted to hold for a moment a bundle of notes worth a million sterling and to lift a sack of sovereigns. In the dividend office he sees where some thirty-five million dollars' interest on the British national debt is paid twice a year, the whole transaction being largely one of transferring credits from one set of books to another, little of the money actually leaving the bank.

Finally he is taken down to the bullion rooms where old-fashioned grating guards the gold that is behind not merely the banking system of John Bull but in a sense behind that of the world. Here his guide civilly asks the visitor to take off his hat; and, with head respectfully uncovered, he is shown pigs of gold and great slabs of silver, and sees a scale that will accurately weigh either a postage stamp or a ton of bullion, it is said, and show a variation in the latter if a draft of cold air strikes it while on the platform.

People put different constructions upon this note of respect for the bullion. Some fancy the bank is taking precautions against the visitor carrying away a pig of sterling in his hat—the pig weighs twenty-eight pounds. Others jealously say that in this, the very Temple of Mammon, bullion represents Mammon himself, as it were.

But the truth of the matter is something like this: The Old Lady was not born yesterday. In her youth business was done with gold and silver. To-day, however, it is done on exchange and credit. Last year the London clearing house handled seventy billion dollars in checks—the real money of England. Coin is only odd change. The business of the world is done on exchange and credit to such a degree nowadays that gold merely adjusts balances. A process for extracting gold from seawater might make it so plentiful that it would be demoralized forever and a new system be based wholly on exchange and credit—that is, ability, integrity, character.

Therefore, the Old Lady sees the prestige of bullion steadily waning; but, being British in her love for an old institution, she does her best to maintain respect for the bullion as long as possible. Hence the visitor is asked to take off his hat. Really he is assisting at a pious fraud.

The Birth of the Bank of England.

It has been said that a bill of exchange on London is the one medium that always has a ready market in any part of the world, civilized or uncivilized. An American cotton buyer in one of our Southern towns, perhaps many hundred miles from the seaboard, purchases several carloads of the fleecy staple for a customer in Manchester, England. The railroad agent gives him a bill of lading when the cotton is loaded. Weeks must pass before the cotton reaches England by railroad and tramp steamer; but the American does not wait for his money. He draws up a bill of exchange on London in the name of his Manchester customer, payable in three months from that day, takes it with the bill of lading to his own bank and gets the price of his cotton in cash. Banks then pass these two pieces of paper along until they come—say, three weeks later—to London. A London bank gets the Manchester man to endorse the bill of exchange, signifying that he will pay the money when the day comes, still more than two months off. The bank then hands him the bill of lading and he gets his cotton on arrival. If he is unable to accept the bill the bank has the cotton and can sell it.

This is simple enough, but something a good deal more complex usually happens to a bill on London. The American cotton buyer always draws his bill in duplicate. No. 1 goes to London with the bill lading. No. 2, which is made to guard against loss of No. 1, can be endorsed with his own signature, signifying that he will pay the amount himself if necessary; and it is then put into circulation as a safe, convenient and highly desirable piece of international currency.

This second copy of the bill is a memorandum that an Englishman owes money to an American, payable to London. The world at large is always owing London so much money that there will be firms in any country ready to buy this memorandum to pay some debt of their own in London. By using it, they avoid shipping gold and so make their payment more conveniently and cheaply.

The bill travels around the world to reach London. First it goes to Havana, may be to pay for tobacco. Havana sends it to Paris to pay for millinery. Paris sends it to the Orient, and finally it comes home to London from South America, to pay dividends on British investments, and is duly met with cash by the Manchester man. Half a dozen nations have saved exchange through passing it along.

London is the only banking centre in the world that can perform such a feat in finance, because by reason of John Bull's vast trade with every country on earth, large or small, near or remote, London alone is able to clear the whole transaction.

John Bull laid the foundations of this mighty financial structure more than two hundred years ago. Back in the days of Charles I there were no banks, no trust companies, no safe-deposit vaults, no bonds or stocks, no Government consols. When a king wanted to make war he had to hustle for ready money—was always billed strictly net cash. Londoners who had gold, silver and family valuables took them to goldsmiths, who possessed strongrooms to keep their own valuable goods, and also deposited bullion in the Tower of London.

Charles I wanted money in a hurry. He sent down to the Tower and seized all the goldsmiths had there. He promised to pay it back—and did pay them eight per cent. interest; but from that day to this they have never seen the principal. When Charles II came to the throne the sum, then about six and a half million dollars, was organized into what ultimately became the British national debt—to-day more than three and a half billion dollars.

That made it difficult to raise public funds. Everybody hoarded. When William III wanted money for war the chancellor of the exchequer had to go about the city hat in hand with the lord mayor and borrow a thousand dollars from one merchant and five hundred from another.

Then a Scotchman came along with the idea of the Bank of England. Londoners rather resent this memory. They say the Scotchman's part in the matter has been unduly magnified and that, anyway, he appears to have been a pirate before he turned up in London. However, he got together a syndicate that lent the Government six million dollars, and the Government gave in return the Bank of England's charter, which carried a monopoly of note-issuing and other profitable perquisites.

From that time Londoners had a safe place for their spare cash and there was ready capital not only for public use but for private enterprise. This has been the source of John Bull's financial strength—that, though other nations might have as much money stuck away in old stockpiles, where nobody could find it and put it to work, his money has been available in bank for two hundred years, ready to go to the job anywhere in the world. Moreover, he has multiplied his working energy by banknotes, bills of exchange, checks and discounting machinery. This availability and fluidity of his wealth gave him the means of developing his wonderful industrial system, as inventors came along and perfected spinning and weaving machinery, the steamboat and railway, and so forth.

London the Place for Big Borrowing.

John Bull had the advantage of material progress. His fluid capital enabled him, also, to invest money at good interest in the industries of other countries. For half a century he has been the world's financial uncle and will probably continue the relationship for a long time to come.

London deals in money just as it does in any other staple. The bank clerk there tips a brass scoop into a tray full of gold pieces and weighs out the sum wanted instead of counting it. Sovereigns are shovelled out to the customer like so much sugar. London banks are as plain and mercantile in their appearance as our big dry-goods jobbing houses; and the Bank of England itself has a staid dignity in most startling contrast with our own ornate financial institutions. John Bull feels that concessions are unnecessary—whoever has a project to finance, sell or borrow on is certain to come to London.

Last fall the first ocean steamship launched by a great Canadian railroad system sailed to the Dominion on her maiden voyage. It carried the road's financial man and forty million dollars of London money for Canadian investment. During ten years past this Canadian promoter has made at least an annual visit to London, bringing back tens of millions from the great reservoir of capital there.

Several years ago an American promoter secured a valuable concession from the Mexican Government and went to New York to finance it. After six months' discouraging efforts to sell the securities he went over to London and dipped into the same reservoir. London took his securities in a few weeks.

During the summer of 1910 there was an interesting little flurry in Wall Street. A certain promoter found himself "overextended"; and one of our financial houses, it was said, eased the market by taking up some of his securities. It developed that this promoter, acting for a syndicate of London capitalists, had operated to control a line of our railroad from the Atlantic to the Pacific, and that he had been instrumental in placing hundreds of millions of dollars of London money in Mexico, Canada and South America. But for the accidental turn of the market against him, Wall Street might never have heard of him at all. He was dipping into the London reservoir, too.

A Wall Street broker became greatly discouraged some years ago. When he bought his seat on the New York Stock Exchange, eight years before, stock-brokers were prosperous. Our big trusts had just been floated, the public speculated in their stocks and brokers made good profits; but since that time the bad trusts had separated themselves from the good by failure to pay dividends. Good securities had got into investors' hands to a large extent; so there was less speculation. The public suspected Wall Street. The volume of business had shrunk so sadly that many brokers shut up shop and many more existed chiefly by taking in each other's washing. The business was not even respectable, for the male principal in every divorce suit or murder trial was invariably spoken of by the newspapers as "a wealthy Wall Street broker," just as every female principal was invariably "a beautiful society leader."

So this New Yorker sold his seat and went over to London, where he set up as a promoter. The first thing he got hold of was a neat little office device of British invention. He dipped into the great reservoir of London money by organizing what is known as a "primary company." The capital stock was set at fifty thousand dollars and on each five-dollar share the subscribers paid in twenty-five cents. This gave two thousand five hundred dollars working capital with which to begin developing the invention, which was not yet mechanically perfect. When that was gone the subscribers were asked to pay another shilling a share. Before they had paid in the sixth shilling the device was ready and on the market. Then a new company was floated, with several times as much capital, taking it over as that highly desirable thing in London, "a going concern"; and

the subscribers who had hazarded their shillings realized large prices for shares of their primary company.

Since then the ex-broker has made an excellent income developing other projects along the same line. It is through these primary companies that John Bull develops mines, plantations and properties all over the world. The ex-broker's clientele of investors is made up of people who put spare cash into his projects as he brings them to them. They understand that a given project may be either a success or a failure and ask simply that it be honestly managed. One bit of double-dealing would destroy his following, but an honest failure never. It is said that almost any business man with a rational project can form one of these primary companies in London, because the Britisher is always willing to take one chance. Good or bad news travels fast, for British people are all linked up in groups and circles. Favourable results create a permanent investment following; unfavourable results kill confidence.

The London money market has four great tides yearly—January, April, July and October—when millions upon millions of dollars in dividends and interest from foreign, colonial and home investments are paid to British holders of securities.

If John Bull got an average of three per cent. from all the money he has invested the past twenty years it would amount to a ten-dollar bill yearly for every man, woman and child in the United Kingdom. Actually the total is far larger, for he has been investing for upward of sixty years—and three per cent. is a low yield.

(To be continued next Saturday.)

A SHORT SERMON.

What Makes a Life?

For a man's life consisteth not in the abundance of the things which he possesseth.—St. Luke, xii, 15.

"It is better to make a life than to make a living," once wrote a gifted and thoughtful American on the fly-leaf of a book he gave to a young man.

"I wish I could impress the truth of that statement on every young man who starts out to work his way," he added, as he handed the book to its present owner, who still keeps it among his treasures.

And, in a large and true sense, the message of Jesus Christ to all men in all ages is this—"It is better to make a life than to make a living."

How is one to make the right sort of a life?

This big question faces each of us day after day, for, like the returning seasons, the opportunity for making a life comes again and again. Of course, it is better to seize the earliest opportunity, for that will give more time for the perfecting of the work taken in hand. But, in this high matter of making a life, it is never too late to begin.

The penitent thief on the cross had only a few hours to live, yet he gained promise of a place in paradise.

And in the making of a life, which should be ranked as the first and foremost duty of every Christian and every man, no matter what his religion, we must begin by rightly estimating the worth of the things for which we labour.

Now let the words of the Master ring in our ears and sink deep into our hearts.

"For a man's life consisteth not in the abundance of the things which he possesseth."

This is at variance with the world's teachings. From the pulpit and the platform we hear much about the ascendancy of character and the importance of seeking those things which neither rust nor do corrupt, but in the everyday working world, where men and women are ex-

ing the necessities by the sweat of their brows or the exercise of their mental powers, it is possession of material things that directs hand and brain.

With many workers, the only desire is to possess enough to comfortably meet the common needs; to keep from being hungry and homeless. With many others, it is thus in the beginning, but, little by little, the desire to possess, aided by new measures of possession, assumes the captaincy. Then we see the end and disastrous transformation of a man into a more money-making and money-taking machine. This is a sight all too common in our age.

More than any other hostile influence, this madness for possession stands in the way of the making of right lives. More than any other enemy to character-building must we fight this false guide which so cunningly seeks the mastery.

For the true end of man in this existence is not to build up fortunes or amass tangible assets, however these may contribute to fame and temporal power, but to be HONEST WITH SELF and HELPFUL TO OTHERS.

Stop a moment to recall the men who have been helpful to their fellows; the men who have really made the world better and life happier and more truly worth while.

What are the names on that list?

Are they names of men who possessed great material wealth? Are they names of those who, possessing great material wealth, gave freely of their store for the benefit of their kind?

Or are they names of those who had so few tangible holdings that we do not know how much they owned; those who gave so much of themselves that we and all the ages yet to come must render them glory and gratitude for what they were?

There is only one answer, and this name which must head each list of those who have really helped is that of One who, while he lived, had not even a place to lay his head and who, dying, left as his material estate only the garment he had worn to martyrdom!

But the life he lived, like the life of every other person who has placed a life above a living, is worth more to mankind than all the millions of dollars and all the acres of land in existence.

And that is the standard to follow, no matter how small your field of influence.

PHOTOGRAPHIC NOTES.

The Irreducible Minimum.

All things considered, there is little cause to wonder at the ever-growing popularity of cameras which have been reduced to an irreducible minimum. Quite a long paragraph in a contemporary referred to a camera which was described as being of about the same dimensions as an ordinary matchbox.

Naturally, one was led to make inquiries, and found that there are at the moment quite a large number of these very tiny instruments being disposed of all over the country. No doubt a camera with simple movements, portable and inexpensive, may appeal to many, but a plea for the larger, yet portable, camera may not be out of place. To many the tiny camera is every bit as good as any other, especially if it is to be used only for the purpose of indiscriminate snapshotting, but it is doubtful if the results are likely to be of much value, unless, of course, they are enlarged. Now, one does not wish to depreciate the possibilities of these little instruments, even in the hands of a novice, but the greater value of the large sizes, such as 3 1/2 by 2 1/2 plate or 1-4 plate should be urged.

Necessity to Enlarge.

It is obvious that if we have to enlarge every picture it must necessarily mean a deal of trouble and extra expense. The writer possesses a very perfect little camera giving a picture 4 1/2 by 3 1/2, but after having made many successful negatives interest has gradually diminished, doubtless owing to the small importance attached to such tiny pictures and the poor detail and general falling-off with enlargements exceeding half-plate size. Let it be understood the lens is an excellent

assistent and covers the plate perfectly. It is true that many claim the 3 1/2 by 2 1/2 plate to be too small for pictorial value, but the plan which is often recommended, that is to print on paper one size larger than the original (with a mask), quite presentable pictures may result. For the amateur who takes a real interest in his hobby use a camera giving a picture which in size is sufficiently important to be interesting without enlargement for the best results.

Size of Plates.

Workers who have adopted a certain size of plate are often very reluctant to change unless with a view to portability. It is remarkable how certain sizes are favoured for a season and then discarded. The introduction of the 5 by 4 plate from America some years ago brought it into prominence, and created a demand for two or three years, and then followed the post-card 5 1/2 by 3 1/2 plate, which only was favoured for a short season. The popularity of the pocket camera has brought the 1-4 plate into favour once again, and now the smaller sizes down to almost the dimensions of a postage stamp are all the rage. It is not only a cheap form of diminutive camera which is popular at the moment, but most perfect and exquisitely finished high-class expensive instruments. The possibilities of such cameras in the hands of the serious or careful worker cover quite a large field, but the small, extra dimensions of the larger and more practicable sizes are to be recommended.

Cameras at Popular Prices.

Possibly the very increased supply of small cameras at popular prices will stimulate an interest in the art of photography, and incidentally create many new enthusiasts who will be encouraged to go more deeply into the subject. Much may be said in favour of these tiny cameras, which are generally provided with very short focus lenses, slow shutter speeds, and simple plate or film attachment, but when all things have been considered, unless a certain amount of skill in manipulation is adopted, the results worth consideration are few, offering very little encouragement to continue. Finally, as an inducement friends and acquaintances whom we may wish to interest in our hobby, and who consider the larger cameras a burden or the few details required to be understood (in the higher grade shutters) too troublesome, perhaps the introduction of these simple and compact little cameras will serve a useful purpose. For the faithful adherent to photography proper the writer would strongly advocate nothing less than 3 1/2 by 2 1/2 or 1-4 plate for preference.

CHILDREN'S CORNER.

The Story of Snowbird.

Once on a time long ago there dwelt on the shores of the Great Lake a very strong brave, who was called Brown Bear. He was one of the most thrifty men of his nation and his little family never went hungry because he was too lazy to hunt. He had a very pretty little wife, Snowbird, and a bright-eyed little papoose which he called "Pigeon" because of the soft, happy coo which was the only sound it made. Besides these there lived in his wigwam his old cross mother and a little Indian boy, whom he had adopted. They would all have been very happy, indeed, had it not been for Brown Bear's mother, but she was cross enough and wicked enough to make them all unhappy.

Brown Bear was very dear to her, in fact, her favourite son; but she was so jealous of his wife that she often tried his patience sorely.

Hour by hour the old woman nursed her jealousy of Snowbird, until finally she began to plan to make away with her poor little

She got into the swing and, gradually working up speed, swung far out over deep water. Then she told Snowbird to get in and take a swing. So Snowbird got into the vine swing and, happy as a child swinging out as far as she could, the old squaw crept up behind her with a sharp knife and when Snowbird was far out doily cut the vine and let her drop down.

A great deal frightened, she made for home and, putting on her daughter-in-law's garments, sat by the fire, hiding her face. When Brown Bear returned home he gave her the choice bits of meat from his day's hunt, thinking that she was Snowbird. She was so cross that Brown Bear felt uncomfortable and got quickly out of the wigwam.

The little orphan boy had been watching the figure by the fire and he made up his mind that it was not Snowbird. Stirring the fire to a bright blaze, he looked at her face. "Where is Snowbird?" he asked.

"Down by the waters," said the old woman. "She is swinging." The boy flew out of the wigwam and down to the lake, where he saw the broken swing.

With all haste he went in search of Brown Bear and told him his discovery.

Sadly Brown Bear walked before his wigwam. He could not bear to think that his mother was capable of doing so wrong a thing and asked her no questions. He smeared his face and body with black paint as a sign of mourning.

He turned his hunting spear upside down and pressed it into the soil, praying for thunder, wind and rain to raise his wife's body to the surface.

Days passed and there was no sign of Snowbird. By day and by night he watched, but saw nothing. The orphan boy took good care of little Pigeon and the baby thrived.

One day the two were down beside the lake and little Pigeon was trying to cast the bright pebbles into the water when they saw a white gull rise from the lake and fly toward them. When it was quite close it changed into a woman. Snowbird.

She caught her little son in her arms, fondling and nursing him. By signs she made known to the orphan boy that he was to bring the child there every day.

When Brown Bear came in from the hunt the boy told him all that had happened. When, the next afternoon, he took the baby to the shores of the lake Brown Bear followed and hid behind the bushes. The boy chose a white pebble and cast it into the lake. Soon the white gull rose from the surface and came ashore, then as before changed into a woman. Eagerly Snowbird reached for the child. Brown Bear, still in his black paint, spring from the bushes with a glad cry of welcome. "Why did you ever go away!" he cried.

Snowbird could not speak, but pointed to a heavy belt she wore.

Brown Bear aimed a mighty blow at the links, which were broken to fragments, and dropped to the earth.

Then Snowbird could speak again, and she told her husband how it happened that she fell into the lake; how a huge water tiger seized her and drew her to the bottom; how she found that he lived in a magnificent lodge, where the floors were of whitest sand.

There were great forests in the country of the water tiger, and great numbers of firesides lit the place at night. The water tiger consulted his mother as to what to do with Snowbird. She told him to marry the beautiful Indian maid.

Snowbird kept the tiger's lodge neat and was not very unhappy. She consented to marry him if he would allow her sometimes to go on shore to see her child. The water tiger's mother lent her a great gull's wing with which to fly. Only one caution she gave him—"Do not let him see you, for he would not desert him."

So when Brown Bear broke the chain he was free again and returned to his wigwam to watch over little Pigeon and be happy forever after.

The wicked old woman, when she saw them coming, flew away from the lodge and was never heard of again.

One day she asked Snowbird to go with her to see a great grapevine swing which stood near the Great Lake.

She went with her, and the

swing was an excellent

assistent and covers the plate

perfectly. It is true that many

claim the 3 1/2 by 2 1/2 plate to be

too small for pictorial value, but

the plan which is often recom-

mended, that is to print on paper

one size larger than the original

(with a mask), quite presentable

LOG BOOK.

Captain Keith Resigns.

The "Japan Gazette" states that Captain Keith has resigned from the Nippon Yusen Kaisha service, and left for England by the trans-Siberian route. Captain Keith joined the N.Y.K. in the early nineties. During the China-Japan War he left to take command of a transport in the service of the Hokkaido Tanko Kaisha, and for his service was decorated by the Japanese Government. After the war he rejoined the N.Y.K., being at one time in command of the Awa Maru on the European service, and later commanded the Totoni Maru on the coasting service.

Spanish Ships in British Ports

The "London Gazette" of May 26 contains an Order in Council, which states that, as it appears to His Majesty that the tonnage regulations of the Act have been adopted by the Government of his Majesty the King of Spain, and are now in force in that country, his Majesty is pleased by and with the advice of his Privy Council to order that the merchant ships of the said Kingdom of Spain, the certificates of registry or other national papers of which are dated on or after April 1, 1910, should be deemed to be of the tonnage denoted in such certificates of registry or other national papers in the same manner to the same extent and for the same purposes as the tonnage denoted in the certificates of registry of a British ship is deemed to be the tonnage of that ship.

Salvage of the Preussen.

With reference to the reports published that the Preussen was to be brought into Dover in two halves, the company in charge of the salvage operations now state that such is not the case. The contractors are now commencing to strip the vessel and will in course of time make a thorough examination and test in order to decide whether it will be practicable to attempt to refloat the hull and then launch her again in the Downs to make her fit to take into some port. Under any circumstances it is thought that no attempt to refloat will be made this summer.

Shipping Companies Winding Up.

The "London Gazette" states that general meetings of the members of the under-mentioned companies—the Pollaloch Ship Co., Ltd., Falkirk Ship Co., Ltd., Durbridge Ship Co., Ltd., Crown of Germany Ship Co., Ltd., Dunyree Ship Co., Ltd., and the Blackbrakes Ship Co., Ltd., will be held at Billiter House, Billiter-street, London, on June 30 for the purpose of having an account laid before them showing the manner in which the winding-up has been conducted and the property of the companies disposed of, and of hearing any explanation that may be given by the liquidator.

According to a Montreal report the mail contract between Vancouver and Hongkong hitherto held by the Canadian-Pacific Railway Co. and served by their well-known Empress steamers, has been awarded to the later Colonial and Canadian Northern Railway Companies, who are planning a system of fast steamships in conjunction with the Blacksea Bay (Ireland) scheme.

Taungming Crossing.

Notice is given of the following changes in the buoyages of the Taungming Crossing:—The Second Crossing gas-lighted buoy has been discontinued. A gas-lighted buoy, painted red, and to be known as the West Spit Buoy, has been moored in 16 feet of water at low water of spring tides, with Washaway Beacon bearing S. 73.1-2 E., distant 2.6 miles. This buoy shows an occulting white light every 8 seconds. An unlighted buoy, surrounded by a triangular shape and painted black, to be known as the Second Crossing Buoy, has been placed in 14 feet of water at low water of spring tides, with Washaway Beacon bearing S. 50° E., distant 2.1 miles. These buoys should be passed at a distance of 1 cable, according to their colour. Caution: Vessels cannot steer a straight course between the East Entrance Gas-lighted Buoy and the West Spit Gas-lighted Buoy.

Public Companies

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of Three and a half Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1911. [1255]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment & Agency Company, Limited.

General Agents for the West Point Building Company, Limited.

Hongkong, 11th July, 1911. [1256]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 11th July, 1911. [1251]

To Let

TO LET.

GODOWNS in MASON'S LANE good for storage of Wines and other articles. Rent moderate. The **BUILDING** now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.

Apply to—
DAVID SASSOON & Co.,
Hongkong, 12th July, 1911. [1037]

TO LET.

GODOWNS at BLUE BUILDINGS, 44, PRAYA EAST.
"CREGGAN," 30, The Peak.
No. 10, MACDONNELL ROAD.
OFFICES in KING'S BUILDINGS, 4th Floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

NEW EUROPEAN FLATS adjoining the new Seaman's Institute, PRAYA EAST.

FLAT in BLUE BUILDINGS, 4 PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 1st July, 1911. [159]

TO LET.

GODOWN No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong, 1st July, 1911. [61]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 899.

Hongkong, 2nd July, 1911. [78]

Intimations

AERTEX CELLULAR.

COOLEST & MOST COMFORTABLE UNDERWEAR

THE SUMMER HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,
Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

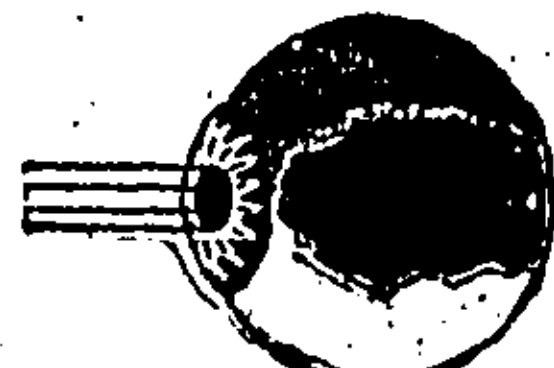
SUNDAYS.
8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS on Week Days.

SATURDAYS.
Extra Cars at 11.15 p.m.

SPECIAL CARS.
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th June, 1911.



SEEING IS BELIEVING

And that is why the majority of the people here believe, that they can get better fitting glasses at our place, than anywhere else in the Colony.

No charge for sight to tint.

Doctors' prescriptions accurately filled.

N. LAZARUS,
Ophthalmic Optician,
14, D'Aguiar Street.

Hongkong, 1st April, 1911. [929]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908. [41]

GRAVING DOCK

787 ft. by 84 ft. by 84 ft. 6 in.

Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS take up vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE on Quay—
ELECTRIC OVERHEAD CRANES throughout the Sheds ranging up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE
HONGKONG, CHINA & JAPAN.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON & ANTWERP v. S. FORM, PENANG, C. MBO, PORT SAID AND MARSEILLES.....

SIMLA..... Noon, 26th July } Freight and Passage.

SHANGHAI.....

SOCOTRA..... About 27th July } Freight only.

SHANGHAI.....

DRYANHA..... About 3rd Aug. } Freight and Passage.

SHANGHAI.....

SARDINIA..... About 10th Aug. } Freight and Passage.

MOJI, KOBE & YOKOHAMA.....

SARDINIA..... About 10th Aug. } Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 22nd July, 1911.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....

PRINCE ALBERT..... 29,300 } WEDNESDAY, 26th July, at Noon.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA.....

KLEIN..... 17,000 } About WEDNESDAY, 26th July.

MANILA, YAP, MAURON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.....

PRINCE WALDEMAR..... 6,100 } SATURDAY, 12th August, at 4 p.m.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 19th July, 1911. [7]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1022]

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

992] CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.

TAIKOO DOCKYARD, HONGKONG.

Telephone Address: "TAIKOODOCK."

BUTTERFIELD & SWIRE
HONGKONG, CHINA & JAPAN.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY and FOOCHOW and RETURN.
(Occupying 9 to 10 days.)

STEAMSHIPS.
HAIYANG... Capt. J. W. Evans... TUESDAY, 26th July, at 1 p.m.
Haitan... Capt. J. S. Roach... FRIDAY, 28th July, at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)
Haimun... Capt. A. H. Stewart... SUNDAY, 26th July, at Noon.
WEDNESDAY, 28th July, at 1 p.m.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to FOOCHOW.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to
Douglas, Laprak & Co.,
General Managers.

957]

Consignee:

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 21st inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after Goods have left the Steamer or Godown, and all Goods remaining undelivered on TUESDAY, 25th inst., afternoon, will be subject to rent and landing charges.

All claims and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before TUESDAY, Aug. 1st, 1191, otherwise they will not be recognised.

K. MATSUDA,
Agent.

Hongkong, 18th July, 1911. [868]

"3EN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS"

FROM LEITH, MIDDLESBRO', LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th July, 1911. [1267]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex s.s. "Morea."

From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 26th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DUNN, at 10 a.m. on Mondays and Tuesdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th July, 1911. [64]

Consignees

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamer

"GREGORY APOIN"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

COMMERCIAL.

EXCHANGE.

London—Bank T.T.	1/0 9/16
Do. Demand	1/0 9/16
Do. 4 months sight	1/0 9/16
France—Bank T.T.	2.27
America—Bank T.T.	43.8
Germany—Bank T.T.	1.83 1/2
India T.T.	18.4 1/2
Do. Demand	18.4 1/2
Shanghai—Bank T.T.	7.4 1/2
Sang—Bank T.T. per U.K.	\$100 77
Japan—Bank T.T.	88 1/2
Java—Bank T.T.	108 1/2
Buying:	
4 months sight L/C	1/0 16/10
6 months sight L/C	1/10 1/16
80 days sight San Fco & N. York	44 1/2
4 months sight do.	45 1/2
80 days sight Sydney & Melbourne	1/10 3/16
4 months sight do.	2.31 1/2
6 months sight do.	2.33 1/2
4 months sight Germany	1.88
Bar Silver	24 5/16
Bank of England rate	3 1/2
Sovereign	\$11.03

POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The S.S. Persia, with the American Mail, is due to arrive here on Tuesday morning, the 25th inst.

A Mail will close for:—
Swatow, Amoy and Tientsin—Per Daijinn-maru, 23rd July, 9 a.m.

Swatow—Per Haimun, 23rd July, 9 a.m.

SHANGHAI SIBERIAN Mail to Europe—Per Cheuan, 23rd July, 9 a.m.

Singapore—Per Cheuan, 24th July, 9 a.m.

Swatow, Tientsin, Wei-hai-wei, Chefoo and Tientsin—Per Cheung-shing, 24th July, 11 a.m.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Empire, 24th July, 11 a.m.

Macao—Per Sui Tai, 24th July, 1.15 p.m.

Amoy and Shanghai—Per Tiji-wong, 24th July, 1 p.m.

Singapore, Penang and Calcutta—Per Persia, 24th July, 6 p.m.

Hai-phong—Per Johannes, 24th July, 5 p.m.

Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma—Per Canada Maru, 25th July, 10 a.m.

Swatow, Amoy and Foochow—Per Hsiang-shing, 25th July, noon.

Macao—Per Sui Tai, 25th July, 1.15 p.m.

Manila, Cebu and Hongkong—Per Tean, 25th July, 3 p.m.

Singapore, Penang and Colombo—Per Sui Tai, 26th July, 10 a.m.

Europe, India via Tuticorin—Per Princess Alice, 26th July, 11 a.m.

Swatow—Per Haimun, 26th July, 8 a.m.

Hai-phong—Per Singan, 27th July, 9 a.m.

Shanghai—Per Linan, 27th July, 3 p.m.

Datavia, Cheribon, Samarang and Surabaya—Per Tiji-wong, 28th July, 11 a.m.

Swatow, Amoy and Foochow—Per Haimun, 28th July, noon.

Manila (taking Mail for Cebu and Hongkong)—Per Loong-shing, 29th July, 1 p.m.

SHANGHAI SIBERIAN Mail to Europe—Per Cheuan, 29th July, 6 p.m.

Manila, Cebu and Hongkong—Per Rabi, 31st July, 3 p.m.

Kobe and Yokohama—Per Yawata-maru, 1st Aug., 10 a.m.

Europe, India via Tuticorin—Per Armand Belie, 1st Aug., noon.

Wei-hai-wei and Tientsin—Per Hui-chow, 1st Aug., 3 p.m.

Singapore, Penang and Colombo—Per Kitanomaru, 1st Aug., 5 p.m.

Manila, (taking Mail for Cebu and Hongkong)—Per Loong-shing, 29th July, 1 p.m.

Manila, (taking Mail for Cebu and Hongkong)—Per Loong-shing, 29th July, 1 p.m.

SHIPPING NEWS.

MAILS DUE.

German (Kleist) 26th inst.
Pacific (Persia) 25th inst.
The O. S. R. s.s. Panama Maru left Tacoma for this port via Japan and Shanghai on the 8th inst., and is due here on the 10th prox.

The P. M. s.s. Persia is due to arrive at this port on the 25th inst., between 4 and 6 a.m., and leaves again on the 4th prox., at 11 a.m.

ARRIVALS.

Kwailin, Br. s.s. 1,078, C. W. Puckett, 21st July—Novohwang 18th July, Gen.—B. & S.
Silvia, Ger. s.s. 4,197, Sais, 21st July—From Foochow Gen.—H. A. L.
Assaya, Br. s.s. 4,369, G. W. Cockman, s.s.s., 21st July—Shanghai 18th July, Mail and Gen.—P. & O. S. N. Co.

Minnesota, Am. s.s. 13,323, T. W. Garlick, 22nd July—Seattle and Manila 19th June, Gen.—N. Y. K.

Jehang, Br. s.s. 1,228, R. Lewis, 22nd July—Amoy 20th July, Gen.—B. & S.

Cheong Shing, Br. s.s. 1,220, Liddell, 22nd July—Tientsin, via Chefoo and Wei-hai-wei 12th July, Gen.—J. M. & Co.

Empire, Br. s.s. 2,815, St. John George, 22nd July—Moji 17th July, Gen.—G. L. & Co.

Yochow, Br. s.s. 1,036, W. Melnath, 22nd July—Moji 15th July, Gen.—B. & S.

Haimun, Br. s.s. 611, A. H. Stewart, 22nd July—Swatow 21st July, Gen.—D. L. & Co.

Haiyang, Br. s.s. 1,266, Spink, 22nd July—Canton 21st July, Ballast—B. & S.

Huangshang, Br. s.s. 1,866, S. White, 22nd July—Canton 21st July, Gen.—J. M. & Co.

Paklat, Ger. s.s. 1,018, J. Wenzel, 22nd July—Bangkok and Swatow 21st July, Rice—B. & S.

Triumph, Ger. s.s. 769, W. Langschwager, 22nd July—Hailow 21st July, Gen.—J. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Yuensang, for Mapih, Assaya, for Singapore, Haiching, for Amoy, Yochow, for Canton, Honghee, for Amoy, Silvia, for Singapore, Jehang, for Canton, Empress of Japan, for Shanghai, Pusanok, for Swatow, Kumsang, for Singapore, Coquet, for Soubaya, Kwong-chau-wan, for Kwong-chau-wan, Kwailin, for Canton.

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PASSENGERS ARRIVED.

Per Assaya, arrived 21st July, from Shanghai, &c.:—
Gruben, Van Righy, B.
Polham, Mrs. Villo, J. de
Palfier, Mrs. Young, P.
Rent, Capt. W.

Per Empire, arrived on 22nd July, from Kobe:—
A. H. Den Leong, H. C.
Ah Sai Yip, S. C.

Per Minnesota, arrived on 22nd July, from Seattle, &c.:—
Aguilar, B. Pearce, A. L.
Allan, Miss S. Peltay, C.
Eberly, Mr. & Mrs. Pinglonggolas, E. D. A.
Powers, C. A.

Ewing, Mr. & Mrs. Serva, P. de la A. F.
Smith, Mrs. W. A.
F. nn, W. T. Snyder, F.
Garcia, F. Stevens, Mr. and Mrs. C. E.

Ging, M. Sutor, J. B.
Hale, P. Sutor, Mrs. D.
Hurst, P. Sutor, Mrs. D.
Jenkins, C. M. T.
Laudia, P. Wah, C. K.

Mandall, Mrs. I. Watson, Mrs. D. Woodward, Miss M. L.

PASSENGERS EXPECTED.

Per Tourane, from Europe, for Shanghai—Messrs. Roy, Coulomb, and Mrs. Gremouet et Watte. For Yokohama—Mr. Rignold Opali. For Singapore—Messrs. Petit, Caillet, and Miss Petit.

VESSELS IN PORT.

Strangers.

Baron Minto, Br. s.s. 2,896, T. Baillin, 19th July—Moji 18th July, Coal—G. & Co.

Camula Maru, Jap. s.s. 3,763, K. Mori, 19th July—Shanghai 10th July, Gen.—O. S. K.

City of Colombo, Br. s.s. 3,931, B. Dowie, 21st July—Philippine, U.S.A., 24th May via Durban 26th June, Case Oil—S. & Co.

Fukui Maru, Jap. s.s. 3,087, H. Tomioka, 19th July—Moji 12th July, Coal—M. D. K.

Gregory Apsar, Br. s.s. 2,961, S. H. Belcon, 21st July—Moji 16th July, Coal and Gen.—D. S. & Co., Ltd.

Hunan, Br. s.s. 1,143, Speed, 16th July—Canton 15th July, Gen.—B. & S.

Johanne, Ger. s.s. 252, M. Inland, 17th July—Singapore 8th and Hailow 16th July, Gen.—J. & Co.

Knight Companion, Br. s.s. 4,715, John Kendall, 14th July—Moji 9th July, Coal—G. & Co.

Kohsichang, Ger. s.s. 1,292, Roselady, 19th July—Bangkok 12th July, Rice—B. & S.

Lycanoon, Ger. s.s. 1,295, V. Pilgrim, 16th July—Saigon 12th July, Gen.—H. A. L.

Mandusan Maru, Jap. s.s. 3,248, T. Ota, 20th July—Moji 15th July, Coal—M. B. K.

Ortelio, Br. s.s. Pindlay, 16th July—Seattle 7th June and Shanghai 13th July, Gen.—Bank Line.

Sildra, Nor. s.s. 2,997, Bryn, 17th July—Karachi 11th July, Coal—D. & Co.

Sui Sang, Br. s.s. 1,760, M. Picknell, 21st July—Moji 13th July, Coal—J. M. & Co.

Tenn, Br. s.s. 1,840, A. W. Osterlidge, 21st July—Manila 18th July, Gen.—B. & S.

Tenyo Maru, Jap. s.s. 7,265, E. Bent, 18th July—San Francisco 21st June, Mail and Gen.—T. K. K.

Tiji-wong, Dutch s.s. 3,061, J. B. V. Damire Jaliuk, 16th July, Moanassar 8th July—Sugar and Gen.—J. C. J. L.

Tijmahli, Dutch s.s. 7,259, J. P. Scholten, 20th July—Java 6th July, Gen.—J. C. J. L.

SAILING VESSEL.

Edipe, Br. 4-masted Barque, 2,009 White, 29th June—Canton 23th June, Ballast—Standard Oil Co.

SHIPS PASSED THE CANAL.

4th July—Bayern, Peadoran, Cyclops, G'enturel, Samstra, Theuesen, 12th July—Himalaya, Hyson, Moyano.

Oopack, Tango Maru, Alecia, Vorwaerts, Arcadia, Athens, 14th July—Braemar Kintock, Monmouthshire, Myrmidon, Peshawar, Sardinia, 18th July—Benglo, China, Nile, Prinz Ludwig, Tonkin, Walsh Prince, 21st July—Atsuta Maru, Idouponous, Kamo Maru, Kawachi Maru, Polynesian.

Arrivals at Home—4th July—Aganewson, Aki Maru, Jason, Montrose, Sicilia 11th July—Bayern, Cyclops, Sachsen, Theuesen, Yunnan, 14th July—Drillingier, Philanthro, Kigo Maru, Gaejensu, 21st July—Deavour, Arcadia, Athens.

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